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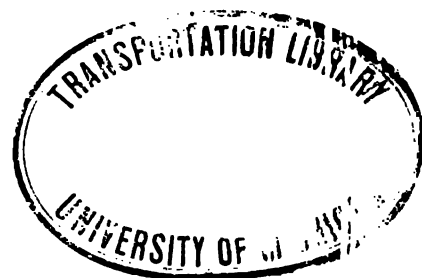
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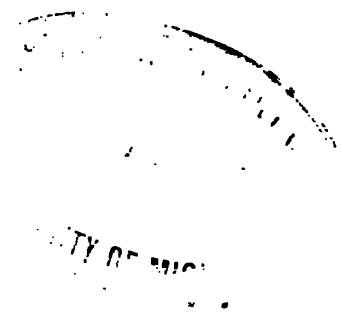
RAILWAYS IN THE UNITED STATES IN 1902.

A TWENTY-TWO YEAR REVIEW OF RAILWAY OPERATIONS; A FORTY-YEAR
REVIEW OF CHANGES IN FREIGHT TARIFFS; A FIFTEEN-YEAR REVIEW
OF FEDERAL RAILWAY REGULATION; A TWELVE-YEAR REVIEW
OF STATE RAILWAY REGULATION; AND A TWELVE-
YEAR REVIEW OF STATE RAILWAY TAXATION.

PART IV. STATE REGULATION OF RAILWAYS.

PREPARED BY THE
STATISTICIAN TO THE COMMISSION.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1903.



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This part constitutes a portion of Appendix G
to the Sixteenth Annual Report of the Interstate
Commerce Commission.

Transportation

THE INTERSTATE COMMERCE COMMISSION.

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LETTER OF TRANSMITTAL.

INTERSTATE COMMERCE COMMISSION,
DIVISION OF STATISTICS,
Washington, January 31, 1903.

To the Honorable Members of the Interstate Commerce Commission:

SIRS: I have the honor to submit a report upon "State Railway Regulation," being Part IV of a general report entitled "Railways in the United States in 1902." This special report includes a tabular exhibit of statutory provisions relative to railways in each State of the Union as they were in 1890 and in 1902, and describes the changes in this class of statutes during the intervening years. The main purpose of the report, besides presenting the current situation, is to disclose the tendencies in State legislation relative to transportation by rail since 1890.

This report undertakes to classify and compile over twenty thousand independent items of statutory law, and it will consequently be necessary for one who desires to make use of it to familiarize himself at the outset with the plan of presentation. This plan is fully explained in the introductory text. It is also the purpose of the text to call attention to the most significant points presented in the several tables.

The tabulations here submitted, as well as the original draft of the text, are the work of Mr. Harrison Standish Smalley while a graduate student at the University of Michigan. It is a pleasure to make this formal recognition of his efficiency and ability. It is upon him that reliance is placed for the accuracy of the information here presented.

Respectfully submitted.

HENRY C. ADAMS, *Statistician.*

STATISTICS OF RAILWAYS IN THE UNITED STATES.

TEXT OF THE REPORT.

NOTE OF INTRODUCTION.

One of the chief embarrassments in the exercise of adequate governmental control over the organization, the construction, and the administration of railways in the United States is found in the many sources of statutory authority recognized by our form of government. The Federal Constitution provides for uniformity in statutory control, so far as interstate commerce is concerned, but it does not touch commerce within the States, nor, as at present interpreted, does it cover the organization of railroad corporations or the construction of railroad properties. These matters, as well as the larger part of that class of activities included under the police jurisdiction, are left to the States. Such being the case, the development of an harmonious and uniform railroad system must be attained, if at all, by one of two methods. The States must relinquish to the Federal Government their reserved rights over internal commerce, or, having first agreed upon fundamental principles, they must, through comity and convention, work out an harmonious system of statutory regulation.

It is no part of this report to discuss the relative merits of these two methods of attaining effective governmental control over railroads. It undertakes, rather, to make a tabular exhibit of statutory law as it existed in 1890 and after the adjournment of the State legislatures in 1902. It also includes a statement of all acts which repealed, amended, or in any way modified State railway laws during the past twelve years, thus indicating the most recent tendencies in State statutory regulations. The number of items which this report subjected to classification exceeded 13,000, every feature of statutory regulation being covered, with the single exception of the law of State taxation of railways and other transportation agencies.

EXPLANATION OF THE TABLES.

In order to make intelligent use of so large a mass of facts as is gathered together in this report, it seems proper to explain somewhat in detail the principle of classification and the form of presentation. The abbreviations observed throughout the tables are the following:

C. Constitution.
C. C. Criminal Code.
P. C. Penal Code.
C. C. P. Code of Civil Procedure.
S. L. Session Laws. References to session laws are to pages, except where indicated by ch. (chapter).
R. Repealed.

The first table which follows this text is in the nature of a key to all subsequent tables. It submits, first, a general characterization of the regulation of railways undertaken by each State. In it is also found a statement of the particular compilation of statutes or laws to which reference by sections, chapters, or pages is made in subsequent tables. It not only gives the authority for the statements found throughout the report, but serves as an index to the particular statutes now in force, thus enabling any one who may so desire to refer easily to the details of a statute relative to any particular phase of railway legislation in any particular State.

The scheme of classification adopted divides the whole body of railroad law into two parts: the first including those statutes which pertain especially to State railroad commissions, while the second embraces all other statutes by which the organization, administration, or operation of railroads are directly affected.

The statutory character of State railroad commissions is presented under three headings:

- Organization of railroad commissions.
- Duties of railroad commissions.
- Powers of railroad commissions.

The classification of facts included in the second part of this report pertains to the following topics:

- Conditions of railroad incorporation.
- Construction, maintenance, and operation.
- Statutory provisions relative to rates.
- Statutory provisions relative to regulation of traffic.
- Statutory provisions relative to reports of railroads.
- Statutory provisions relative to prohibitions and limitations.
- Statutory provisions concerning penalties.

From the above titles, each of which is the title of a separate table, one may learn the general scope of this report. The further classification of items may be read from the boxing in the tables themselves, or, more conveniently, from the "Table of Contents of Tables" preceding this text.

It is further the design of this report to present the general facts relative to statutory regulation of railways in such form that the laws of the several States may easily be compared, and also that the general trend of railroad regulation during the past twelve years may be seen at a glance. With these objects in view the tables have been arranged in accordance with the following plan: The boxing contains the classification already mentioned, under which, in their appropriate places, appear the various items of law which occur in the statutes. On the left hand side of each table are the names of the States, followed by a column giving the years in which legislation took place relative to any phase of the general subject covered by the table. The years 1890 and 1902 are always given, but intermediate dates appear only when legislation was enacted within that period. The condition of the law in 1890 is indicated by the insertion in the table, of figures, or of explanations, words and figures. Such an insertion indicates that the item of law appearing at the head of that column was in force in 1890. No insertion means an absence of legislation on that subject. "Do." (ditto) under the insertion indicates that the law remained in force through 1902 and this word is always put after 1902, unless the law had been repealed before that time. The figures appearing in the tables are the references to the sections, pages, or chapters in the statute books from which the facts asserted were taken. When they accompany an explanatory statement, they are in parentheses. As already remarked, the purpose of giving these references is twofold. They not only serve as the authority for the statements made, but they inform the reader as to the exact place where he may find the text of the law on any given subject. This will no doubt often be found desirable, as the items appearing in the boxing are necessarily brief epitomes of frequently lengthy sections.

In a few cases, as, for example, on the subject of the power of commissions in regard to proceedings, it has seemed advisable to abandon the practice of presenting the law in the form of items in the boxing. In these cases, the general subject announced in the boxing is treated after the name of each State in one or more concise sentences, accompanied by references in parentheses.

There are a number of statutes which have been enacted by so few States, that their treatment in separate columns would unduly expand the tables. These have been gathered in several places under the general heading of "Statutes Peculiar to a Few States." One such column appears at the end of Tables II, III, IV, V, VI, and X, and at the end of each major division of Table XI.

It will be noticed that the exhibit of Oklahoma's laws is an exception to the general rule in that it covers only a period of ten years, beginning in 1893 when the first compilation of statutes was published. The exhibit for Indian Territory is for 1900 only. The District of Columbia is included in the tables, but Hawaii and the other insular possessions of the United States are omitted.

GENERAL CHARACTERIZATION OF RAILROAD STATUTORY LAW.

Before proceeding to particular analysis of the several tables, it may be appropriate to make a few statements as to the character of State railroad statute law as a whole. The first thing to be noticed is the incompleteness of the laws affecting railroads. Even a cursory glance at the various tables can not but impress one with the very large number of *vacancies* as compared with *entries* on almost every page. If the railroad statutes of a State were approximately complete, covering all phases of railroad incorporation, management, and control, there would be an entry after the name of that State in almost every column in the tables. Even after making due allowance for State policy, which might be inclined to relieve railroads of public control except in the most essential particulars, the fact yet remains that a very large number of subjects have never been touched by the legislatures of many States. One can not say that the statutes are not sufficiently voluminous; the difficulty is that repetitions, redundancies, elaborations, and conflicting passages account in large measure for their volume. They almost uniformly disclose a lack of logical or even orderly arrangement, and it is not surprising that many subjects have been neglected, while others, perhaps, have been overtreated. The few topics which have received anything like uniform treatment will be mentioned in their appropriate places, in the study of the separate tables.

A few of the more important tendencies in railroad legislation, as indicated by the character of the laws enacted since 1890, are worthy of mention in this connection.

Among statutes relating to the incorporation of railroads the following may be observed: Four States—Delaware, Kentucky, South Carolina, and Virginia—have abandoned the policy of incorporation by special act of the legislature, and have adopted general laws for the incorporation of railroads, while there have been no changes in the opposite direction. The change in Virginia, however, will not be effective until April, 1903, unless laws are enacted before that time to put into effect the new constitution of the State. There seems to be something of a tendency to abandon the form of general law which provides for the incorporation of railroads only, in favor of laws which are partly applicable to corporations other than railroads. No doubt the most marked tendency, however, among incorporation laws has been the extension of the power of railroad corporations to consolidate or merge with other railroads; to lease, purchase, or operate other railroads, or to hold the securities of other corporations. A study of the statutes discloses a decided movement in this direction.

Among the statutes relating to the public control of railroads four important tendencies present themselves. The first is a tendency to relinquish control over rates through the enactment of maximum rates, or similar laws, and the substitution therefor of control by commissions. Closely related to this is the tendency to extend the commission system, and especially to increase the powers of commissions over rates. All new commissions have, with one exception, been authorized to make rates; and several older boards have been granted that authority, or their powers in that regard have been increased during the period.

No more conspicuous tendency, however, may be found in the whole range of railroad statutory law, than that which aims to control technical matters—such as construction, maintenance, and operation. The session laws of almost every State give evidence of this fact. Acts were passed during the period, which modified or extended the laws on this subject in nearly five hundred particulars. The phase of the subject which received most special attention is that of

crossings, both railroad and highway. Here legislation aimed especially at the establishment of interlocking devices and the separation of grades.

Another tendency, sufficiently important to receive mention in this place, has to do with the regulation of railroads through certain special public agencies, created in place of, or in addition to commissions. Such are the Michigan "Railroad and Street Crossing Board," the Kansas "Charter Board" and "Court of Visitation," and the North Carolina "Corporation Commission." Eight of these agencies have been created since 1890, including the Virginia Corporation Commission, which will not be appointed until 1903. Only one has been abolished, though another, the Kansas "Court of Visitation," ceased to exist on account of a decision of the Supreme Court of Kansas, declaring the act creating it to be void.

The comparatively few broad generalizations that can be drawn from a survey of State statutory laws relative to railroads, do not indicate that the States have hesitated to legislate upon this subject; on the contrary, the difficulty of generalization arises on account of the great mass of enactments touching the organization, operation, and control of railroads to be found among the statutes. It may add something to the appreciation of the situation to pass rapidly in review the information contained in the tables to be found in the body of the report.

STATUTORY PROVISIONS PERTAINING TO RAILROAD COMMISSIONS.

Tables II, III, and IV, in the body of this report present the facts of statutory law, so far as they pertain to the organization, the duties, and the powers of State Railroad Commissions. A study of these tables discloses the following significant facts:

Number and Nature of Commissions.—In 1890 there were twenty-eight State boards, while in 1902 the number had increased to thirty. The changes during the intermediate years are summarized in the following statements. Commissions were established as follows:

- In 1891, Arizona, North Carolina, and Texas.
- In 1897, Florida and Tennessee.
- In 1898, Louisiana.
- In 1899, Arkansas.
- In 1901, Kansas.

Commissions were abolished as follows:

- In 1891, Florida.
- In 1895, Arizona.
- In 1898, Kansas and Oregon.
- In 1899, North Carolina.
- In 1901, Nebraska.

These facts may be restated in the following form:

Six States, which in 1890 were without commissions, established them during the period, of which States two subsequently abolished their commissions. Four States which had commissions in 1890 abolished them, but in two instances subsequently reestablished them. Thus eight boards in all were created and six abolished, leaving a net gain of two for the period.

It is proper to remark in this connection that in two States the abolition of the commission did not indicate a disposition on the part of the State to relieve the railroads from public control. In Kansas the step was taken in order to make room for the Court of Visitation, an experiment in railroad control, and when the act creating that Court was declared void by the Supreme Court of Kansas, the legislature reestablished the commission. In North Carolina, also, the commission simply gave place to the Corporation Commission, a body with practically the same authority over railroads that the earlier board possessed. The Court of Visitation and the Corporation Commission are more fully described in another place.¹

¹ See pp. 31, 32, 33.

The next subject considered is the important question as to whether the commission is granted authority over rates. A study of the column devoted to this question discloses a well-marked tendency toward the "strong" commission, that is, a board with the rate-making power, at the expense of the "weak" commission, that is, a board which has no such power. A few facts will serve to substantiate this statement. Of the twenty-eight commissions in existence in 1890, fifteen were strong and thirteen were weak; but of the thirty commissions existing in 1902, twenty were strong and ten were weak. Of the eight commissions established during the period, all but one, Arizona, were strong. Of the six commissions abolished during the same period, five, it is true, were strong, but there were compensating circumstances in three of these cases. That is, Kansas and North Carolina created other agencies to take the place of their commissions, while Florida subsequently reestablished its commission and endowed it with greater powers over rates than were possessed by the old commission. Another fact indicative of the tendency mentioned is that weak commissions were changed to strong in three cases—Oregon in 1891, South Dakota in 1897, and Kentucky in 1900. On the other hand, in no State was a commission deprived by statutory enactment of its power over rates.

A study of the geographical distribution of railroad commissions shows that the main stronghold of the weak commissions is in the Northeast, stretching to the West through Ohio, Michigan, and Wisconsin; while the strong commissions are to be found principally in the middle West and in the South.

In the facts contained in the next column a tendency may be observed in the disposition of State legislatures to intrust to their railroad commissions authority over corporations other than railroads. The statistics on this subject are here given in tabular form. It will be seen that in no case has the supervision been withdrawn, the few deductions being due to the abolition of commissions.

NUMBER OF CASES IN WHICH CORPORATIONS, ETC., OTHER THAN RAILROADS, CAME UNDER THE SUPERVISION OF STATE RAILROAD COMMISSIONS, 1890-1902.

Supervision of commission extended in—	Over street rail-ways.	Over steam-boat com-panies.	Over express com-panies.	Over telegraph com-panies.	Over tele- phone com-panies.	Over transpor- tation com-panies, fast- freight com-panies, etc.	Over railroad bridge com-panies.	Over railroad tunnel com-panies.	Over railroad ferry com-panies.
1890.....	4	2	5	4	1	3	4	1	2
1891.....			2	1					
1892.....									
1893.....	2		1	1					
1894.....									
1895.....	1		1						
1896.....									
1897.....	2	1	3	2	2	2	1		1
1898.....	1, -1 ¹	1	2, -1 ²	2	1	-1 ²	-1 ²		
1899.....	-1 ³	1, -1 ⁴	1, -1 ³	-1 ³	-1 ³				
1900.....									
1901.....			1, -1 ⁴	-1 ⁴	-1 ⁴	1	1		
1902.....									
Total, 1902.....	8	4	13	8	2	5	5	1	3
Increase, 1890-1902.....	4	2	8	4	1	2	1	0	1

¹ Deduction due to abolition of Oregon Commission.

² Deduction due to abolition of Kansas Commission.

³ Deduction due to abolition of North Carolina Commission. This supervision, however, was conferred upon Corporation Commission.

⁴ Deduction due to abolition of Nebraska Board of Transportation.

RAILWAYS IN THE UNITED STATES IN 1902.

NUMBER OF CASES IN WHICH CORPORATIONS, ETC., OTHER THAN RAILROADS, CAME UNDER THE SUPERVISION OF STATE RAILROAD COMMISSIONS, 1890-1902—Continued.

Supervision of commission extended in—	Over ware- houses.	Over union depot com- panies.	Over car com- panies.	Over sleeping- car com- panies.	Over canals.	Over harbor com- panies.	Over all railroads operated by steam or other- wise, in- cluding tram- ways.	Totals.	Over no other corpora- tions, etc., besides railroads.
1890.....	4	2	3	4	1	0	1	41	12
1891.....	1					1		5	-1
1892.....								0	
1893.....								4	-2
1894.....								0	
1895.....								2	-1
1896.....								0	
1897.....			2	2				18	-2
1898.....			1	1, -1 ¹				4	-2
1899.....		1			-1 ²			-3	
1900.....								0	
1901.....				1				1	
1902.....								0	
Total, 1902.....	5	3	6	7	0	1	1	72	4
Increase, 1890-1902.....	1	1	3	3	-1	1	0	31	-8

¹ Deduction due to abolition of Kansas Commission.

² Deduction due to abolition of North Carolina Commission. This supervision, however, was conferred upon Corporation Commission.

With regard to the relation of commissions to other agencies of government, especially to the executive and judicial departments, it may be said that in almost all the States commissions may "call upon" the attorney-general, district attorneys, and other similar officials to conduct proceedings for them. The character of this authority ranges from a mere request to a positive order. In a number of cases commissions may require the services of sheriffs in the serving of their processes and orders.

So far as the relation of the commissions to the courts is concerned, the statement is usually found that the findings of commissions shall be prima facie evidence in all legal proceedings. The rates established by all of the strong commissions are made prima facie reasonable and just. In addition the laws of Georgia and South Carolina declare that such rates shall be "sufficient evidence;" in California they are declared to be "conclusive evidence;" and in New Hampshire the statement is made that the commission's rates shall be "binding upon the proprietors of railroads."

A provision which has crept into the laws of a number of States is one which requires the railroad commission to investigate interstate rates charged by railroads, with respect to their justice as regards the citizens of that State. In case the railroads persist in charging unreasonable rates or rates to the disadvantage of citizens of that State, the State commission is required to present the case to the Interstate Commerce Commission. In 1890 such a law existed in Florida and Georgia. Since then it has been included in the commission laws of Texas, North Carolina, Missouri, Kentucky, and Tennessee.

Composition of Railroad Commissions.—Part B of Table II is concerned with the subject of the composition of railroad commissions. The first two columns give the years in which both the original and the present commissions were established in each State. By reference to these columns a few facts of interest may be observed. No strong commission existed before 1871. Of the twenty-seven established since that date, all but ten have been strong commissions, and of the ten weak commissions five have since been given power over rates. This statement includes Virginia, whose weak commission will continue until the new constitution goes into effect in 1903. The commissions before 1871 were all in New England, Ohio, and New York. Since then they have been established in the South, the middle West, and the far West.

The favorite number for State railroad commissioners is three, this being the number for which the law provides in twenty-six cases. In six States—Colorado, Ohio, Michigan, Rhode Island, Virginia, and Wisconsin—the appointment of one commissioner only is authorized. In Arizona the commission consisted of four members and in Nebraska the ex officio Board of Transportation was composed of five State officers.

It is suggestive to note a tendency to change the manner of appointing railroad commissioners during the past twelve years. In 1890 the general rule was that commissioners should be appointed by the governor. By 1902, however, election by the people had become the most common method of choice. The following statement shows the development of the law in this particular:

Method of choice.	1890.	1902.
By governor.....	18	13
By people.....	6	15
By legislature.....	2	1
By executive council.....	1	1
Ex officio.....	1	0
Total.....	28	30

These changes were accomplished by alterations in the laws of Kentucky, Minnesota, South Carolina, South Dakota, and Texas, and by the fact that the majority of the new commission laws provided for election by the people.

The commission laws sometimes provided for the method of choosing the presiding officer, and in the majority of cases where such a provision is made the choice is to be made by the commission itself.

So far as the term of office of railroad commissioners is concerned, the facts presented disclose something of a tendency toward the longer term. The following summary presents the figures which substantiate this statement:

Term of office.	1890.	1902.
Two years.....	12	9
Three years.....	7	6
Four years.....	5	7
Five years.....	1	1
Six years.....	3	7
Total.....	28	30

Here, again, these changes may be explained by alterations in the commission laws of Kentucky, Minnesota, South Dakota, and Texas, and by the fact that most of the new commission laws provided for the longer term.

Nearly all of the commission laws contain some provisions as to the qualifications of members of the board. In almost every case the provision is made that the commissioner shall not be financially interested in any railroad corporation or hold any position as officer or agent in such corporation. A few States, also, have established qualifications as to political party, profession, or age. In a number of cases railroad commissioners are required to file bonds for the faithful performance of their duty, the amount of these bonds ranging from five thousand dollars to twenty thousand dollars. In most cases they are forbidden to accept gifts, gratuities, or favors for themselves or friends from railroad companies; they are required to take an oath of office, and are permitted to ride free upon all railroads while in the discharge of their official duty and to take with them persons in their employ. With regard to the number of officers, assistants, and clerks allowed, a study of the tables discloses the widest range in the laws of the various States. All of the commissions have a secretary or clerk, except in Rhode Island, Michigan, and Wisconsin, where the commissioners have deputies. In the case of Arizona and New Hampshire

the clerk is one of the commissioners, while Nebraska has three secretaries. In addition the laws of many States provide for experts, also for stenographers, bailiffs, assistant clerks, and other assistants. The amount of assistance allowed varies from States in which but one clerk is permitted to such a State as Massachusetts, which is empowered to appoint a clerk, an assistant clerk, an accountant, an inspector for each one hundred miles of railroad, and a special expert to appraise the value of railroad property before an increase in the capitalization of the road.

Salaries of Commissioners.—Part C of Table II is concerned with the salaries of railroad commissioners and the method of payment. Here, again, the widest difference may be seen, salaries of commissioners ranging from one thousand dollars to eight thousand dollars per annum. The salaries allowed to the secretary or clerk also range from eight hundred dollars to six thousand dollars. The average of all commissioners' salaries is perhaps not much less than three thousand dollars. In two States, Arizona and Vermont, the commissioners receive no regular salary but are allowed a per diem for the time actually engaged in the discharge of their duties. The wide range in the amount of salaries may be more clearly perceived by contrasting the case of North Dakota, where the commissioners receive one thousand two hundred dollars apiece and the clerk one thousand dollars, with the case of Massachusetts, where the commissioners receive four thousand dollars apiece, the clerk two thousand five hundred dollars, the accountant two thousand five hundred dollars, the inspectors two thousand dollars each, and the assistant clerk one thousand two hundred dollars; or the case of New York, where the commissioners receive eight thousand dollars each, the secretary six thousand dollars, the accountant three thousand dollars, each inspector three thousand dollars, and the marshal one thousand five hundred dollars.

The method of payment of the salaries of commissioners is also stated in the statutes. In almost all cases salaries and other expenses are paid by the State. In a few cases, however, the total expenses of the commission are apportioned among the railroads, the method of apportionment varying in the different States. In Alabama and Massachusetts the apportionment is according to "gross earnings;" in New Hampshire, according to "gross receipts;" in Maine, according to "gross receipts from transportation;" in Virginia, according to "gross income;" in Ohio, according to "gross earnings from operation;" and in New York, one-half in proportion to "net income" and one-half in proportion to "length of line and branches." In South Carolina until 1898 the expenses of the commission were apportioned among the railroads according to "gross income proportioned to mileage in the State," but by the law passed in 1898 express and telegraph companies were required to share in the payment of expenses according to their "gross earnings." Rhode Island provided originally for payment by the State, but by the law of 1900 altered the method to payment by railroads, one-half according to "mileage in the State," and one-half according to "gross receipts proportioned to mileage in the State." Connecticut in 1890 apportioned the expenses of the commission among the railroads according to the length of the main line, but in 1901, provided for an apportionment among railroads and street railroads according to their valuation for purpose of taxation. It is worthy of remark, however, that all of the commission laws enacted since 1890 provided for payment by the State. In only one case, that of Rhode Island, has the method of payment by the State been abandoned for the method of apportionment during the past twelve years.

Duties of Railroad Commissions.—Table III is devoted to the subject of the duties which have been imposed by statute upon railroad commissions, Part A dealing with supervisory duties and Part B with duties in regard to reports. The number of provisions of law respecting supervisory duties is very small. This is no doubt partly due to the fact that many functions which may be considered duties of railroad commissions are provided for under the guise of powers. Only duties of a general character are apt to be expressed as duties. For instance, many States impose the general duty to hear and investigate complaints and to discover violations of law. In the accomplishment of this purpose many States require their commissions to inspect railroads, or to visit each county in which a railroad is located, often specifying the frequency of such inspections. A number of States, also, require their commissions to notify the railroads of

violation or neglect of law and also of desirable repairs, improvements, or changes in the method of operation.

The commissioner's duties in regard to technical matters—construction, maintenance, and operation—are in only a few cases specifically stated. The most frequent provisions of this class are those which require the investigation of accidents and the inspection of roadbed, of bridges, and of equipment. As respects the subject of business management a number of States require their commissions to inspect the financial management, books, papers, etc., of railroads, and to discover violation of laws respecting discrimination and extortion. A few States require regular meetings, and a number of commissions are required to keep a record of their findings and orders.

Part B of Table III deals with the commissions' reports. All commission laws require the boards to make public reports. These reports are made annually in all but five States, and in the majority of cases they are made to the governor, although in nine States they are to be addressed to the legislature. In a number of cases the details to be reported upon by the commission are specified in the law, and in all but a few cases the commissions are required to make recommendations as to new legislation or as to amendment or revision of the railroad statute laws of the State.

Powers of Railroad Commissions.—Table IV deals with the powers of railroad commissions. These powers of railroad commissions are defined in greater or less detail in all of the commission laws. The principal points covered are usually the power to hear and investigate complaints, to try cases, to summon and examine witnesses, to administer oaths, to require the production of books and papers, to make findings or decisions or recommendations, and to use a seal. Some States permit their commissions to determine their own procedure, and in twelve cases the commissions have been given the powers of courts of law to issue subpoenas and punish for contempt.

The most significant point in this connection pertains to power of commissions over rates. It has already been remarked that the rate-making function of railroad commissions has been widely extended during the past twelve years. The increase in the number of strong commissions, both by the establishment of new boards and the transformation of weak into strong commissions has been noted. It remains, however, to inquire along what particular lines this general development has taken place. An examination of the statutes of the various States discloses the fact that the laws concerning powers over rates have been of two sorts. The most common form of the law is one which not only confers the power but imposes a duty as well. It provides that the commission "shall make for each railroad in the State a schedule of reasonable rates," either absolute or maximum, and shall revise the same from time to time. The other form is less rigid, and the wording varies considerably, but the substance of the law always is that the commission may, either upon complaint or on its own motion, investigate any rates charged by any railroad; may issue orders requiring the railroad to alter any such rates; and may modify its orders from time to time. The development of the law under these two forms may now be stated in detail.

The first of the forms here mentioned has been much the more common; especially has it been the form of the laws under which most of the recent commissions have been established. In 1890 seven states—Alabama, California, Florida, Georgia, Illinois, Mississippi, and South Carolina—had enacted a law in this form, and their lead was followed in the acts establishing the Texas (1891), North Carolina (1891), Tennessee (1897), Louisiana (1898), and Arkansas (1899) commissions, as well as in the acts of 1891 and 1897 conferring rate-making powers upon the commissions of Oregon and South Dakota, respectively. Moreover, in the revision of the North Dakota commission law by the legislature of 1897 the same form was adopted. In no case was it abandoned, except in connection with the abolition of the Florida, Oregon, and North Carolina commissions in 1891, 1898, and 1899, respectively, and in the case of Florida the same form was adopted when the commission was reestablished in 1897. Thus, while in 1890 this form of law prevailed in seven States, in 1902 it was operative in thirteen. In every case the power has

extended to freight and passenger rates, and in a number of cases to charges for cars and other services.

The second form of the law—the less rigid form—prevails less widely. In 1890 eight States had enacted such a law. In Kansas, Maine, Minnesota, Missouri, Nebraska, and North Dakota, the law conferred the power to make absolute rates, while in Iowa and New Hampshire it applied to maximum rates only.¹ The power extended to freight rates in all eight States, and to other rates and charges, in five States. A few changes of importance were made during the twelve-year period. In 1891 Georgia enacted a law authorizing the commission to fix maximum storage charges. In 1893 the word "maximum" was stricken out of the New Hampshire law, and its commission was thereby empowered to fix absolute rates. In 1896 South Carolina granted power to its commission to alter the maximum passenger fare established by law for any railroad. In 1897 the legislature of North Dakota, in revising the whole commission law, abandoned this form of law entirely and adopted the first form. The Kansas and Nebraska commissions, which had exercised this form of power over rates, were abolished in 1898 and 1901, respectively, but upon the reestablishment of the Kansas board in 1901 the same provisions were reenacted. The only notable addition to the number of commissions operating under this form of law was in 1900, when the legislature of Kentucky conferred this kind of power upon its hitherto weak commission. The net result of the legislation of the period was to leave the number of States having this form of law one less in 1902 than it was in 1890, except that five commissions still possess the power over passenger rates. In some cases the grant of this power has been given with the limitation that it is to be exercised only upon complaint or petition. In 1890 this limitation applied in four States—Kansas, Maine, Minnesota, and Missouri;² in 1893 it was adopted in New Hampshire, and in 1897 it was abolished in North Dakota. In the case of Kansas it disappeared with the abolition of the commission in 1898, but was revived with its reestablishment in 1901. Thus in 1902 it still prevailed in four States—Kansas, Maine, Missouri, and New Hampshire.

The laws of a number of States have also specifically conferred upon the commissions authority to make joint rates between any points in their respective States. There were five such laws in 1890—in Georgia, Iowa, Minnesota, Mississippi, and North Dakota—but the number has been increased during the period, by enactments in Texas (1891), South Carolina (1892), Florida (1897), South Dakota (1897), and Arkansas (1899), while it has been diminished by the revision of the North Dakota law in 1897. There are, then, at present nine commissions with power to make joint rates for freight, several of them being also empowered to make joint rates for other kinds of traffic. In several instances—in Florida, Georgia, Iowa, Mississippi, and South Carolina—the commissions have also been authorized to determine the division of the proceeds of the joint rates among the railroads sharing in the carriage, and in three others—Minnesota, South Dakota, and Texas—to determine the division if the railroads are unable to agree upon it.

In a few States the commission may make joint rates only upon petition or upon petition when the railroads have failed to do so. This has been the rule in Iowa and Arkansas, and was so in Minnesota until 1897. The South Dakota law of 1897 also included the requirement of a petition, and is the only one which has confined to the making of maximum rates the commission's power as to joint traffic. It may be added that the Alabama commission may "recommend" joint rates, while the Missouri commission is required "to see that joint schedules (for freight) are reasonable and just."

The details which have thus far been presented are given numerical expression in the following table, which exhibits the number of States in which each kind of law was in force in 1890 and in 1902, together with the number of States in which changes took place during the intermediate years.

¹ Except in the case of switching charges in Iowa.

² Though in Missouri the commission could make rates if the railroads failed to post or file their schedules as required by law.

NUMBER OF COMMISSIONS WITH POWERS OVER RATES, 1890-1902.

		COMMISSION MUST MAKE SCHEDULES FOR EACH RAILROAD.					COMMISSION MAY MAKE ANY RATES FOR ANY RAILROADS.									
		Year.					Absolute rates.				Maximum rates.				Upon complaint only.	
			Freight.	Passengers.	Cars.	Other services.	Freight.	Passengers.	Cars.	Other services.	Freight.	Passengers.	Cars.	Other services.		
Condition in.....		1890	7	7	5	3	6	4	4	4	2	1	1	1	4	
Number and character of changes in each year named. A minus before a number means powers taken away.		1891	3, -1	3, -1	2, -1	2, -1								1		
		1892														
		1893						1	1			-1	1			1
		1894														
		1895														
		1896											1			
		1897	4	1	3	1	-1	-1			-1					-1
		1898	1, -1	1, -1	1	1	-1			-1	-1					-1
		1899	1, -1	1, -1	-1	1, -1										
		1900				1	1	1								
		1901					1, -1	-1	1, -1	1, -1						1
Condition in.....		1902	13	13	9	7	6	4	3	2	1	1	1	2	4	

		COMMISSION MAY MAKE JOINT RATES.							
		Year.	Freight.	Passengers.	Cars.	Other services.	May divide joint rates among railroads.	May divide joint rates if railroads fail to agree.	Upon complaint only.
Condition in.....		1890	5	4	2	2	3	1	2
Number and character of changes in each year named. A minus before a number means powers taken away.		1891	1		1			1	
		1892	1	1	1		1		
		1893							
		1894							
		1895							
		1896							
		1897	2, -1	1, -1	1	1, -1	1	1	1, -1
		1898							
		1899	1	1	1	1			1
		1900							
		1901							
Condition in.....		1902	9	6	6	3	5	3	3

In the study of this table, and of the larger table of which it is a partial summary, as well, one thing can not escape notice. Most of the more important changes have been due to the establishment or abolition of commissions—the establishment of the North Carolina, Texas, Tennessee, Louisiana, and Arkansas boards, the abolition of the Nebraska, North Carolina, and Oregon boards, and the abolition and subsequent reestablishment of the Florida and Kansas boards. In the case of Kansas all of the rate-making powers of the first commission were revived for the benefit of the second, while in Florida they were increased by the addition of authority over joint rates. These facts explain most of the changes in the rate laws. Several others are explained by the fact, already mentioned, that three weak commissions—those of Kentucky, Oregon, and South Dakota—became strong during our period. The remaining changes are not numerous. The most sweeping one occurred in North Dakota in 1897, when the second form of law, covering joint as well as single rates, was abandoned in favor of the first, covering single rates only. South Carolina made three changes—in 1892, granting power over joint rates to its commission; in 1896, allowing it to revise the maximum passenger fare fixed by law; and in 1900, authorizing it to fix transfer charges. A Minnesota law of 1897

permitted the commission to investigate the reasonableness of rates upon its own motion, as well as upon complaint. And minor changes were made in the laws of Georgia, Iowa, New Hampshire, and Texas.

From a survey of the whole period it seems clear that the tendency, already remarked, toward an extension of the rate-making power, has pursued two general directions. In the first place, that form of law which imposes upon the commission the duty of making a schedule of rates for each railroad has been more in favor than the other less rigid one. All of the strong commissions established during the period (except the new Kansas board) have worked under such a law, as have also the commissions of Oregon and South Dakota, which became strong in 1891 and 1897, respectively. In the North Dakota revision of 1897 this form was adopted in place of the less rigid one. Moreover, no State has abandoned it except¹ incidentally to the abolition of its commission. On the other hand, the only addition to the number of States possessing the less rigid form has been Kentucky, in which the commission was changed from weak to strong.

In the second place, there has been a tendency to confer upon commissions the power to make joint rates. This has been true in the case of two new commissions, those of Arkansas and Texas, in the case of the reestablished Florida commission, in the case of the South Dakota commission, which was changed from weak to strong in 1897, and in the case of the South Carolina commission. On the other hand, no board which had previously possessed this authority was deprived of it during the period, with the single exception of North Dakota. In connection with the power over joint rates, the hands of the commission have, in several cases, been strengthened by the addition of power to divide the proceeds of the rates among the railroads, or to do so if the railroads fail to agree upon the division.

Except for these two facts, it can not be said that since 1890 State legislation affecting the powers of commissions over rates has shown any marked tendencies.

A few comments may be made upon the statutory provisions concerning the procedure of commissions in investigating, making, or enforcing rates. Most of the commissions are required to give reasonable notice of their investigations or of their intention to fix rates, serving such notice upon the railroads to be affected, and also required to hear the parties, in person or by attorney, and to receive such pertinent evidence as is offered. These requirements, designed to secure fair, open, and deliberate investigations are, however, omitted in more than a third of the commission laws. Another provision which appears in the statutes of a number of States, is one requiring the commission to receive and investigate complaints against the rates established by its own order. The more recent enactments seem to show a tendency toward the extension of all these requirements.

With regard to the enforcement of orders fixing rates, it will be seen from a study of the laws that, in a number of cases, the commission may apply to the proper court for a writ of injunction, or other process, to compel observance of its rates by the railroads. In above half of the States the commission is directed or permitted to bring suit for the infliction of the statutory penalties upon railroads violating its orders concerning rates. The more recent legislation shows a decided tendency to embody such provisions. There has, moreover, been a distinct tendency to include the provision that suits for writs of injunction shall be advanced on the calendars of the courts, taking precedence, usually, of all except criminal cases, and that they must be tried speedily, without the usual formal pleadings, though "in such manner as will do justice in the premises." The laws often provide for the appeal to the higher courts, of cases involving rates; and in four States the statement is made that suits brought by railroads to test the reasonableness of rates established by commissions, shall not operate to stay the orders of the commissions.

Other Powers over Conditions of Business Administration.—A few powers over business management, of a miscellaneous character, have been conferred upon a few commissions, such as

¹In Florida, Oregon, and North Carolina.

the power to permit consolidation of parallel lines, to publish and approve contracts between railways, to supervise the interchange of traffic, and to approve the issues of stocks and bonds. All but a few States, furthermore, empower their commissions to examine books and papers, and no less than eight commissions are clothed with authority to require a uniform system of accounting by all of the railroads in their respective States.

Another power possessed by railroad commissions is that of receiving the public reports of railroads. All but three of the commissions have been clothed with this power. In about half of the cases the commission has been empowered to prescribe the details to be included in the reports of the railroads, and in some cases they have been required to prescribe the form of the report and often to furnish blank forms. Most of the commissions are also empowered to require details in addition to such as may be specified in the law, and any other information which they may deem necessary. A few States have required the commission to furnish the form in use by the Interstate Commerce Commission—Connecticut since 1889, Maine since 1891, and South Dakota between the years 1895 and 1897.

Powers over Construction, Maintenance, and Operation.—Part B of Table IV is devoted to the powers of railroad commissions over matters of construction, maintenance, and technical operation. Here, again, although a study of the laws of all the States discloses a large number of details, a comparatively small number has been the subject of legislation in any one State. A few *general* powers are conferred upon all commissions, but there has been little tendency to enumerate the *specific* matters to which the powers of the commissions extend. Almost all the States confer the general power to inspect condition and management, to order repairs, changes, and improvements, and to require railroads to cease from any violation of the law. Specific powers which have more or less frequently been conferred upon commissions are as follows: The power to order repairs to tracks and bridges; to order tracks connected at railroad crossings; to approve interlocking devices; to order flagmen, gates, or automatic signals at crossings; to approve or forbid grade crossings of railroads; and to order the erection and maintenance of stations, side tracks, and depot facilities at railroad crossings. The laws of Connecticut, Massachusetts and Michigan are fairly complete in their treatment of these various matters, and, in a less degree, the laws of Mississippi, Maine, Rhode Island, Vermont, and Kansas. It is not possible to discover any general tendencies since 1890 in the legislation of the States in regard to this subject.

OTHER STATUTORY PROVISIONS PERTAINING TO RAILROADS.

Conditions of Railroad Incorporation.—Respecting the organization of railroad corporations, the statutes of the States provide that railroads shall be incorporated under general laws only, or by special act of the legislature only, or by either of these two methods. The following statement shows the number of States in which these provisions prevailed in 1890 and 1902:

Method of incorporation.	1890.	1902.
Under general laws only.....	38	41
By special act only.....	7	4
By either method	6	6

Three States, namely, Delaware, Kentucky, and South Carolina, abandoned the principle of incorporation by special act, in favor of incorporation under general laws. Among the general incorporation laws four forms are found in the statutes of various States. In some States railroads are incorporated under laws which provide for the formation of railroad companies only. In some States there is such a law with preliminary provisions applicable to all corporations. In still other States railroads are incorporated under a general law for the formation of all corporations. And, finally, a few States have such general incorporation laws with supplementary provisions specially applicable to railroads. The following summary gives the number

of States in which each form of the law prevailed at the beginning and end of the period under review:

Form of incorporation laws.	1890.	1902.
General railroad law.....	23	21
Railroad law with preliminary provisions for all corporations.....	7	10
General corporation law.....	10	11
General corporation law with special provisions for railroads.....	4	5

From the above exhibit it is evident that there is something of a tendency to abandon the principle of incorporation under general railroad laws in favor of railroad laws accompanied by provisions applicable to all corporations. It may be added that the new constitution of Virginia requires the formation of corporations under general laws after April 1, 1903, although the principle has heretofore been to incorporate them by special act of the legislature.

Other provisions respecting the incorporation of railroads may be found in a large number of States. The provision is usually included in the laws that articles of incorporation must be filed with some public officer, in all but two cases with the secretary of state. Often it is required that they be filed with other officers, as county clerks, in addition to the secretary of state. Minimum subscriptions to stock, which must be received before the articles may be filed, are required in about two-thirds of the States. Usually this is a fixed amount per mile, and varies from two hundred and fifty dollars in Kentucky to five thousand dollars in Pennsylvania, the usual amount, however, being one thousand dollars. Twenty States also provide for a minimum cash payment, which must be made upon all stock subscribed for before the articles of incorporation can be filed. There is a wide range in the amount of these payments, but usually it is from five per cent to twenty per cent of the par value of the stock subscribed.

In a number of States the articles of incorporation must be approved before they are filed, usually by the commission or the attorney-general, though in Arkansas and Kansas ex officio boards have been created for this purpose. In almost all States the provision is made that articles of incorporation shall be presumptive evidence of the fact of incorporation and of the facts therein stated.

Incorporation laws always include the minimum number of persons who may unite to form a railroad corporation. This number ranges from one to twenty-five. The most usual number, however, is five, although a number of States provide for twenty-five, three, and ten. During the past twelve years six States have changed this minimum requirement, but the changes exhibit no general tendency. A number of States prescribe the qualifications of incorporators. The most frequent requirement is that a majority must be citizens or residents of the State.

About one-half of the States specify the limit of the duration of a railroad corporation. That limit is usually fifty years, but many States provide for renewals of corporate existence. The provisions determining these renewals, however, follow no general rule. Finally, among the general provisions respecting incorporation, it may be stated that in eight States special provision is made for the formation of corporations for the construction of narrow-gauge railroads, railroads in foreign countries, etc.

Part A of Table V next exhibits the facts which must be stated in the articles of incorporation. No less than thirty-eight such facts are required in the various States, although each State as a general rule requires but eight or ten. The facts which are most commonly required are the name and purpose of the corporation, the time of commencement and term of its corporate existence, the amount of stock and the number of shares, the number of the directors and the names and addresses of the first directors, the place of the principal business office, the approximate length of the line, the location of the termini, the name of each county which it is proposed to enter, the names and addresses of the incorporators, and the number of shares which are taken by each.

Part B of Table V is concerned with provisions respecting stock and stockholders, and it may be stated that the enactments since 1890 exhibit no general tendencies in this subject. In almost all States the provision is made that stock shall be regarded as personal property. The minimum amount of capital stock is sometimes fixed and when fixed is usually ten thousand dollars per mile. In a majority of the States stock may be issued not only for money but for property or services as well. Almost all States provide for the result of failure to pay for stock as required by the board of directors. In some cases such failure results in forfeiture of the stock to the corporation. In some cases the directors may bring suit for the recovery of the amount required; in still other cases the directors are permitted to sell enough of the stock to pay the assessment; and in still other cases the directors are permitted to choose two or all of these methods, as they see fit. Many States fix the par value of the shares and in almost all cases the amount stated is one hundred dollars. The larger number of States, also, define the liability of stockholders, which is almost invariably only for the unpaid balance of stock subscribed. Most States, again, provide that stockholders may vote by proxy and that each share of stock shall confer the privilege of one vote. They also provide that the books, records, etc., of the corporation shall be open for inspection by stockholders or creditors.

Part C of Table V deals with officers and directors and here, again, no tendencies may be perceived in the laws passed since 1890. In almost all States the minimum and maximum number of directors is fixed, though the limits vary greatly among the several States. The length of the director's term is frequently limited and in over one-half of the cases is fixed at one year. Almost all States provide that corporations shall not be dissolved by a failure to elect directors upon any given date, also that the president must be elected by and from the directors. The majority of statutes contain provisions relative to the civil and criminal liabilities of directors, the most common provisions of this class being that directors shall be punishable for consenting to a declaration of dividends except from the surplus profits of the corporation, and that they shall be liable for all corporate debts when consenting to a declaration of dividends while the corporation is insolvent or when the payment of such dividends would render it insolvent. Many States, finally, prescribe qualifications for the directors of railroad corporations. The most common provision is that a certain proportion, usually a majority, shall be inhabitants or citizens of the State.

Part D of Table V is concerned with provisions determining the location of the offices of the corporations, and the time limits within which railroads must be constructed. Here, also, the same absence of general tendencies since 1890 is observed. Most States provide that railroads must keep an office, such as a "principal office" or an office for the transfer of stock in the State, and in eleven cases domestic railroads are required to keep their principal office or their general offices in the State. Almost all States provide that railroads shall begin construction within a prescribed period after the articles of incorporation are filed and shall carry forward the work of construction at a prescribed rate. In a few cases the time within which the entire road must be completed is fixed, but the provisions in the various States concerning the time limits or the rate of construction show no uniformity.

Part E of Table V is concerned with the liability of railroad corporations to public control. The laws often declare that railroads are to be considered as public highways and railroad corporations as common carriers, and provide that railroads shall be subject to inspection and regulation by public officers.

Provisions are also made in the laws of almost every State in regard to forfeiture of railroad franchises and the dissolution of railroad corporations. Twenty-nine States provide for forfeiture by failure to complete the construction of the railroad within the legal time limit, but in nine of these cases the forfeiture extends only to the rights of the company in respect to the part of the line not already constructed. Twenty-four States provide by law for the voluntary dissolution of railroad corporations. Laws are also enacted providing for the individuals upon whom process may be served. In twenty-nine States it is stated that process may be served on any officer or agent, but in eight States service may be had upon the general officers only. In several States, also, special provisions are made for foreign corporations.

Part F of Table V deals with statutory provisions regarding management, construction, and extension. The first subject considered is that of the usual powers specifically granted by law in almost all States to railroad corporations. The first column is entitled "Those Usual Powers Mentioned in the Text." This refers to those general powers common to all corporations, such as the power to sue and be sued; to plead and be impleaded; to complain and defend; to have and use a corporate seal and alter the same at pleasure; to acquire, hold, and dispose of real and personal property necessary to the purposes of the corporation; to adopt by-laws; to elect officers; to appoint agents and employees, and to borrow money, issue bonds, and make mortgages. It also refers to some of those powers essential to the working of a railroad corporation, such as the power to enter upon any property in order to make surveys; to lay out its road; to cross other railroads; to construct its road upon, across, or along rivers, streets, and highways, restoring the same as nearly as possible to their previous condition and not impairing their usefulness; to transport persons and property for compensation; to erect necessary buildings and fixtures, and so forth.

The next column is entitled "To make Conditional Sales of Railroad Equipment and Rolling Stock." This refers to a law appearing in slightly varied form in many of the statute books, the substance of which is that in any contract for the sale or lease of railroad equipment or rolling stock it shall be lawful to stipulate that the title shall remain vested in the vendor, bailor, or lessor until payment has been made as provided and the conditions of the contract fulfilled. Such contracts are usually required to be recorded.

Among corporate powers relative to construction, those most frequently granted are: the right of eminent domain; the power to erect tracks at railroad crossings; to alter the location of the line, though in such manner as not to vary the general route; to separate grades at highway crossings, or change the location of highways at crossings. A number of States permit railroad corporations to give aid to, or guarantee the stocks and bonds of, other railroads. Among the powers relative to the extension of operation those most frequently granted are: the right to exercise all its corporate powers in other States subject to the laws thereto; also, the power to extend the line and build branches.

Part G of Table V is concerned with a variety of subjects, namely: corporate powers relating to the alteration of the provisions of incorporation; to consolidation, merger, etc.; to changes in capital stock, and to foreign corporations. In regard to the first subject, many States permit railroads to amend their articles of incorporation and to change their corporate name. A few also permit a change in the character of the business. With respect to the subject of consolidation, it may be said that there has been much legislation on this subject, and a distinct tendency may be perceived to remove all limitations to the powers of railroad corporations as regards consolidation, merger, purchase of lease, except the general prohibition against the consolidation of parallel lines. Since 1890 twenty-six States have enacted thirty-eight acts extending the powers of railroads in regard to this matter, while there has been a total of only five acts in any way restricting it.

Forty-six States in 1890 provided for the increase or decrease of capital stock by vote of a certain proportion of the stock, and the laws usually fixed the maximum and minimum limits of such increase or decrease. Since 1890 fourteen acts have been passed extending this power. In only four cases has it been limited in any particular and in no case has it been entirely withdrawn. Almost all States have provisions specially applicable to foreign railroad corporations. These provisions exhibit a great variety, but the most common ones are as follows:

Foreign railroads must keep agents for the service of process in the State.

Foreign railroads may have the powers of domestic railroads within the State.

Foreign railroads must file copies of their charters with some public officer before beginning operations in the State.

Construction, Maintenance, and Operation.—Table VI is concerned with statutory provisions regarding the technical aspects of railroad construction, maintenance, and operation. There have been a large number of enactments in regard to this subject since 1890, a fact which manifests the disposition of legislators more and more to subject these aspects of the railroad industry to public regulation. Laws have been enacted modifying or extending the character of public

regulation in four hundred and sixty-seven particulars. This does not mean that four hundred and sixty-seven separate acts have been passed, but that that number of separate provisions have been included in the legislation of the States since 1890. These provisions have been distributed among the several subjects treated in this table as follows:

Right of way	73
Crossings.....	94
Trains	126
Stations.....	58
Tickets and baggage	41
Employees	25
Obstructions to railroad business.....	2
Provisions peculiar to a few States	48
Total	467

These laws have been enacted to a greater or less extent in all of the States, but especially in Connecticut, New York, Arkansas, Minnesota, and North Dakota, and to a somewhat less extent in Florida, Georgia, North Carolina, and Montana. At the present time it may be said that the following States have the most complete laws covering the subject of construction, maintenance, and operation: Maine, Massachusetts, Connecticut, Vermont, New York, New Jersey, Michigan, and Minnesota, although in Delaware, Kentucky, Ohio, Pennsylvania, Rhode Island, and South Carolina the laws are tolerably complete.

Part A of Table VI is concerned with statutory provisions regarding roadway. The maximum width of the right of way is almost always stated in the law. In twenty-one States it is one hundred feet, in eleven States it is two hundred feet, and in eleven other States a different width is prescribed. About two thirds of the States require railroads to fence their roadway, but in some cases the requirement extends only to that part of the right of way which passes through inclosed land. No other provisions are found in many States. About one-quarter of the States require railroads to keep their way clear of combustibles and of noxious weeds; to connect tracks at railroad crossings; to block frogs and switches; and to maintain guards near overhead obstructions. In a few cases the route must be approved by some authority specified in the law. The laws on the subject of roadway are most complete in Michigan, New York, Massachusetts, Vermont, Ohio, and Kentucky.

Part B of Table VI deals with the subject of railroad and highway crossings. This whole matter has received a comparatively large amount of attention. The majority of States have laws requiring railroads to maintain crossings and approaches; to construct and maintain private crossings; to keep flagmen or gates at highway crossings; to keep warning boards at railroad crossings; and to maintain cattle guards at highway crossings. Since 1890 seven States have passed laws requiring the erection of interlocking devices. On these subjects the laws are most complete in Kentucky, Massachusetts, Michigan, and Ohio. An important subject in connection with crossings is that of the separation of grades. Since 1890 there have been thirty-two enactments in thirteen States affecting the separation of grades at either new or old crossings. Twenty States now have provisions permitting the separation of grades at highway crossings. Sixteen States require the separation of such grades when ordered by the railroad commission or a court or other agency. Moreover, six States have laws requiring the separation of grades at railroad crossings when required by the railroad commission or a court. The laws on the subject of the separation of grades are especially complete in the New England States, New York, New Jersey, Pennsylvania, Delaware, South Carolina, and Michigan.

Part C of Table VI is concerned with the subject of trains and the movement of trains. Those rules and provisions most frequently found are as follows:

- That conductors have the powers of police officers.
- That trains must be run according to schedule.
- That trains must stop before railroad crossings and drawbridges not protected by interlocking devices.
- That a bell must be rung or a whistle blown before each highway crossing.
- That trains and cars are not to obstruct highway crossings.

About one-half of the States have laws respecting trains which are very complete, but the laws of Massachusetts, Rhode Island, Connecticut, Vermont, New York, Ohio, Michigan, Kentucky, Tennessee, and South Carolina are especially full.

Part D of the table deals with stations, and here there are comparatively few provisions to be found. The most common are, that stations must be built under certain circumstances, usually when ordered by the railroad commission, and that bulletins must be posted at stations to announce whether trains are on time or not. The laws on this subject are fairly complete in Connecticut, Kentucky, West Virginia, North Carolina, South Carolina, Louisiana, Mississippi, Missouri, Minnesota, and South Dakota.

Part D also covers the subject of tickets and baggage. And here, again, few provisions are found which are common to many States. Those most frequently enacted have been, that railroads must carry and check "ordinary baggage" free; also, provisions fixing the weight of ordinary baggage. In eight States antiscalping laws have been enacted. The laws on this subject are fairly complete in New York, New Jersey, Pennsylvania, Michigan, Illinois, North Carolina, Texas, and Montana.

Part E of this table is concerned with the subject of employees. A number of provisions especially applicable to railroad employees have been enacted in many of the States, especially in Minnesota, New Jersey, New York, and Vermont. Such provisions are, for example, that employees in the passenger and baggage departments are required to wear badges when on duty, and that employees shall be punishable for being intoxicated when on duty or for neglect of duty endangering human life or safety.

Part E also contains the provisions which have been enacted, in eleven States, to protect railroads from the results of strikes on their own or on other lines. The eleven States mentioned are: Connecticut, Delaware, Illinois, Kansas, Mississippi, Missouri, New Jersey, New York, and Pennsylvania; also, Kentucky since 1893 and Michigan until 1891. The laws of Delaware, Illinois, Kansas, New Jersey, and Pennsylvania, are especially complete. There have, however, been only two enactments on this subject since 1890.

Rates.—Table VII is concerned with statutes pertaining to rates. Upon this subject there has been little legislation since 1890, except in connection with the control of rates by railroad commissions. A number of States have enacted laws fixing the maximum rates for freight or passengers. The following summary will show the number of these laws in existence at the beginning and the end of our period.

Maximum rate laws.		1890.	1902.
Freight and passenger		14	14
Freight		0	12
Passenger		8	10
Total		22	1 ²⁶

¹ Not including the Nebraska Maximum Rate Law.

Acts supplementary to these maximum rate laws were enacted during the period in Louisiana, Missouri, New York, Washington, and West Virginia. Of the twenty-two acts in force in 1890 eighteen were in States without strong commissions. Of the twenty-six in force in 1902, however, only sixteen were in such States, or fifteen, if the North Carolina Corporation Commission be excepted. In no case was the control over rates relinquished or modified except as preliminary to an extension of the powers conferred on commissions. This had been done in 1890 in two of the twenty-two States and in 1902 in nine of the twenty-six States mentioned above. There is, then, something of a tendency to relinquish control through maximum rate laws in favor of regulation by commissions.

A number of States have laws fixing the minimum time of notice in case of advance or reduction in rates. The length of notice required for advance in rates ranges from three days in South Carolina to sixty days in Kansas. So also the length of notice required for reduction in rates ranges from no days in several States to sixty days in Kansas. About one-half of the States permit railroads to offer free or cheaper service to the United States or local governments,

to ministers and paupers, also for fairs, celebrations, excursions, etc. About one-half of the States, also, have laws requiring that schedules of rates be posted at stations or kept there for public inspection.

Regulations Relating to Traffic.—Table VIII, which deals with regulations relating to traffic, covers such subjects as the interchange of traffic, the furnishing of cars and facilities, the classification of freight, freight receipts, transportation of dangerous articles and of live stock and game, and the sale of unclaimed goods. But the subjects here mentioned have received very little attention from the legislatures of the States since 1890. The only specific provisions which are common to many States are, that railroads must interchange traffic and haul cars of connecting railroads, and that they must furnish adequate car facilities. A number of States also regulate the transportation of explosive or inflammable articles, and some also limit the number of hours during which live stock may be confined in a stock car at any one time.

Public Reports.—Table IX deals with the subject of the reports which railroads are required to make to some public authority. Such reports are required in all except the following States and Territories: Alaska, Arizona, Idaho, Indian Territory, Louisiana, Oklahoma, Utah, Washington, and West Virginia; and Oregon since 1898. In most cases the reports are required to be made to the railroad commission, but in fourteen States they are to be made to some other public officer, more usually to the secretary of state. In every case reports are to be made annually. A study of the column which gives the year which must be covered by the reports shows a slight tendency to adopt the year ending June 30. The following statement gives the figures upon this subject:

Ending of year covered by reports.	1890.	1902.
June 30 or July 1	21	23
December 31 or January 1	10	10
September 30 or October 1	3	2
November 30	1	1

Four changes have been made in the laws upon this subject since 1890 and in three of those cases June 30 has been the date adopted. Over one-half of the States, also, require that railroads file maps and profiles of their lines, branches, and extensions with some public officer.

Prohibitions and Limitations.—Table X deals with statutory provisions which impose upon railroads prohibitions or limitations in regard to the following subjects: rates and traffic, maintenance and operation, officers and directors, bonds and indebtedness, consolidation, merger, etc., free passes, and capital stock. But the legislation enacted since 1890 upon this subject shows no decided tendencies. Almost all States have laws against unjust discrimination and extortion, and in over one-half of the States there is a long and short haul clause. The prohibition is always accompanied by a definition, more or less elaborate, of what constitutes extortion or unjust discrimination. Sixteen States have antipooling laws, and about one-half of the States have passed laws subjecting railroads to a certain amount of control by local authorities as to operation in their respective cities or towns. Acts have also been passed limiting the issue of bonds and stocks. In some cases it is provided that bonds shall not exceed the capital stock, and in still others that the total indebtedness is not to exceed the capital stock. In many States there are laws forbidding fictitious issues of stocks and bonds. The consolidation of parallel lines is also forbidden in twenty-three States, in thirteen of them by constitutional provisions.

Statutory Provisions Concerning Penalties.—Table XI deals with penalties for the violation of the provisions of railroad law. There are many such penalties and the table shows a number of changes since 1890. These changes are largely due, however, to alterations in the commission laws or are incidental to the new laws respecting construction, maintenance, and operation. The penalties imposed by law exhibit a great range as between the different States. The following examples will serve to illustrate this: Penalties imposed for violating any rules or orders of the commission range from a fine of one hundred dollars in one State to forfeiture of corporate existence in another, and in still another a fine of from one hundred to five thousand dollars on the company, and a fine of not over five hundred dollars and imprisonment of not over six months on the responsible officers or agents.

The penalty upon directors who consent to a declaration of dividends except from the surplus profits of the corporation ranges from a fine of not over three hundred dollars and imprisonment not over six months, or both, in one State, to forfeiture of corporate existence in another, and in still another to a fine of not over five thousand dollars or imprisonment not over three years, or both.

Again, the penalty for violating established charges for switching, etc., ranges from a fine of from ten to twenty-five dollars in one State, to a fine in another State of from twenty-five hundred to five thousand dollars for the first offense and five thousand to ten thousand dollars for subsequent offenses. Perhaps the most notable difference between the penalties imposed in the several States may be seen in the case of the provisions respecting extortion and discrimination. For these offenses the fines range from fifty dollars in one State and one hundred dollars in several other States, up to a graded fine with a maximum of twenty-five thousand dollars in one State and fines reaching as high as ten thousand dollars in several others. Another notable difference as between the States may be seen in the case of penalties for obstructing railroad tracks or impeding transportation. Here the penalty ranges from fifty dollars in one State and treble damages in another, to capital punishment or life imprisonment in others. This table exhibits many more instances of the same sort. But it must be remembered that in a number of States general penalties are imposed for the violation of provisions for which no specific penalties have been provided, thus making the penalties for many offenses disproportionate.

A study of the table discloses the fact that in certain States penalties tend to be rather high, while in others they tend to be rather low. In the first class belong Kansas, North Dakota, Iowa, Kentucky, South Dakota, Illinois, Minnesota, and Missouri. In the second class belong Connecticut, Mississippi, Michigan, Maine, New Jersey, Ohio, and Virginia. It should be mentioned that when in the table of statutory penalties the following is found: First offense, \$——; second offense, \$——; third offense, \$——, the last penalty is the one provided not only for the third offense, but for any subsequent offense as well. When the State declares that no one violating its provisions shall be liable for damages, the fact is not recorded in the table, as it is not a penal provision. If, however, the offender is made liable for double or triple damages, the fact is noted, as it is punitive as well as remedial in character.

AGENCIES OTHER THAN COMMISSIONS FOR SUPERVISORY CONTROL OVER RAILROADS.

A tendency may be perceived in the disposition of certain States to regulate railroads through agencies other than commissions. These agencies are created sometimes in addition to, and sometimes in the absence of, commissions. The supervision entrusted to them varies widely from authority over one or two details of railroad management, as in the case of the Wisconsin Board of Crossings, to jurisdiction fully as complete as that of any railroad commission, as in the case of the Kansas Court of Visitation or the North Carolina Corporation Commission and the Virginia Corporation Commission, which last is to be established in the place of the Railroad Commissioner, in pursuance of the constitution of 1902. In 1890 four such agencies had been established:

In Pennsylvania, the Secretary of Internal Affairs.

In Michigan, the Board to Approve Locations and Relocations of Railroad Lines and of Railroad Crossings.

Also, a Board to Approve Articles of Consolidation of Railroad Corporations.

In Texas, the State Engineer.

Since 1890 eight such agencies have been established; including the Virginia Corporation Commission. These are as follows:

1893, Michigan—Railroad and Street Crossing Board.

1897, Arkansas—State Board of Construction.

1898, Kansas—Charter Board.

1898, Kansas—Court of Visitation.

1899, Arkansas—State Board of Railroad Incorporation.

1899, North Carolina—Corporation Commission.

1899, Wisconsin—Board of Crossings.

1903, Virginia—Corporation Commission.

Only one of these agencies has been abolished, namely, the Arkansas Board of Construction, which was done away with in 1901. However, the Kansas Court of Visitation ceased to exist in 1900 as a result of the decision of the Supreme Court of Kansas declaring void the act creating the Court of Visitation.

There is perhaps nothing more significant in this review of State statutory law than these experiments in State control over railroads, and for that reason it seems appropriate to insert a brief description of each of the above-named agencies.

Arkansas State Board of Construction.—By an act of the Arkansas Legislature, passed in 1897, but repealed in 1901 (S. L. 149) the governor, auditor, and attorney-general were created a board with power to build, equip, and operate State railroads and State telegraphs. A further provision conferred membership in the board upon any railroad commissioners, should such officers at any time be created by law. Thus the three commissioners elected in pursuance of the law of 1899 were associated with the three officers named above in the execution of the provisions of the act. This board was declared to be a body corporate, and, though the State expressly declined to become liable for its debts, its contracts were to be inviolate.

The powers conferred upon this board are significant. It was empowered to appoint a board of directors; it was authorized to issue bonds, receive donations, and sell State public lands; and, while in the construction of its works, it was at liberty to employ state convicts. The board was enjoined to make the location of its lines depend upon the following considerations, namely, the development of the State's resources, the contributions of localities, and the amount of business likely to accrue. In the operation of its lines, the board was invested with power to fix all rates. It was further provided that all moneys received by the board should be applied, first, to the payment of operating expenses, and then to the payment of interest on bonds or mortgages. Should any surplus remain, it was to be paid from time to time into the State treasury. As already remarked, the law authorizing the board was repealed in 1901.

Arkansas State Board of Railroad Incorporation.—The Legislature of Arkansas enacted in 1899 that the governor, attorney-general, auditor, secretary of state, treasurer, commissioner of agriculture, and commissioner of state lands should constitute a State Board of Railroad Incorporation. The board is charged with the duty of passing upon all articles of association drawn up by prospective railroad companies, and is required to approve them, if it is the opinion of a majority of the board that it is to the interest of the public that the proposed railroad be built. Without the approval of such articles, no incorporation can be effected. It is further provided that no branches or extensions of railroad lines may be constructed without the approval of this board.

Kansas Charter Board.—Similar to the Arkansas Board of Incorporation is the Kansas Charter Board, which was created by an act passed in 1898. This board is composed of the attorney-general, who acts as its president, the secretary of state, who acts as its secretary, and the state bank commissioner, all ex officio.

Persons desiring to incorporate for railroad or other purposes must address to the board an application containing the name of the proposed corporation, the location of its principal business office, the term of existence, the nature of the business, the names and addresses of the incorporators, and the proposed amount of the capital stock. Upon consideration of the case the board must issue a certificate stating that the application has been granted, if convinced that the undertaking is one for which a corporation may lawfully be formed, and that the applicants are acting in good faith. Under such circumstances, and no other, may articles of incorporation be filed. It is further provided that all foreign corporations desirous of carrying on their business within the State must apply to the Charter Board for permission to do so.

Kansas Court of Visitation.—In 1898 Kansas abolished its Board of Railroad Commissioners to make way for the Court of Visitation—a new agency, of a peculiar nature and comprehensive powers. In accordance with the act creating this court it consisted of a chief judge, the oldest in point of service, and two associate judges, any two of whom constituted a quorum. All were elected by popular vote for a term of four years, but it was provided that no one should act as judge who was pecuniarily interested in any railroad. A clerk, stenographer, and bailiff were allowed the court, which was also vested with the powers of district courts to command the serv-

ices of sheriffs and other officers in the service of process, etc., as well as the added power of appointing a marshal of its own for such purposes on special occasions.

In connection with the court was established the office of the state solicitor, elected by popular vote for a term of four years, and charged with the general duty of representing the State in all actions before the court. It was further provided that any judge, or any clerk, master, referee, or other appointee of the court, or the state solicitor, should forfeit his office by accepting free transportation from any railroad in the State.

The Court of Visitation was declared to be a court of record. It was to be in perpetual session, and was vested with full common law and equity powers. It could issue every appropriate writ and process to compel the attendance of witnesses and parties, and the production of papers, books, etc., as well as to execute its orders and decrees, including writs of mandamus and injunction, and also the appointment of receivers. It could punish for contempt in the same manner as the district courts, and was empowered to call juries whenever necessary.

The jurisdiction of the court was confined exclusively to railroads, and covered two general classes of cases—those pertaining to rates and traffic and those pertaining to the physical condition and technical operation of railroads.

As to the first class of cases, the court had jurisdiction “to try and determine all questions as to what are reasonable rates or charges connected with the transportation of property between points in the State;” to classify freight; to determine questions relative to charges for use of cars and equipment; to regulate charges for part carload and mixed carload lots of freight, including live stock; and to apportion transportation charges among connecting carriers.

As to the second class of cases, the court was given jurisdiction to require the construction and maintenance of depots, switches, side tracks, stock yards, cars, and other facilities for the public convenience; to compel reasonable and impartial train service for all portions of any railroad; to regulate crossings and intersections of railroads, and the operation of trains over them; to secure the safety of employees and of the public; to require the use of improved methods and appliances; and to restrict railroads to operation within their charter powers, prevent the oppressive exercise thereof, and compel the performance of all duties required of railroads by law.

In case of a strike on any railroad, the court could summon the company to show the cause of it. After summary proceedings it could order the employees to resume work, or could direct the company to perform its usual functions, appointing a receiver in case of the company's failure to do so.

The court was empowered to regulate its practice, and was privileged to appoint masters and other referees. The only pleadings required were a complaint, styled an information, in the name of the State as plaintiff, and the answer confessing or denying the same. Technical rules of pleading were not required, but these provisions could be altered in the discretion of the court.

Whenever a complaint against a railroad on any of the matters enumerated above was made to the state solicitor on oath, it was his duty to file an information in regard thereto. The clerk then issued a citation, accompanied by a copy of the information, to the defendant, who was given twenty days in which to reply and twenty-five days in which to file the answer, when the case was put on the docket the succeeding month. After the service and return of the citation no case could be dismissed without the permission of the court.

Should the state solicitor not prosecute any case with “due diligence,” the court could appoint a special solicitor for that case, who would draw the salary of the state solicitor during the period of his service. The complainant could employ counsel, who should be treated as counsel for the State equally with the state solicitor. Moreover, any person, corporation, county, city, or township interested in the result of a case could, upon application, be made a party to the proceedings.

In cases pertaining to rates made by railroads, the burden of proof rested upon the railroad to show what was a reasonable charge, but in cases brought to change rates made by the court the burden of proof rested upon the applicant to show that the rate was unreasonable. When the court believed that a desired change in any rate should not be made without changing the entire schedule, it could order the information amended to bring the whole schedule before it.

It was provided that the court should issue a decree at the conclusion of a trial. In cases involving rates, it could find for the whole schedule, or for items in particular; it could decree what were reasonable rates, and perpetually enjoin the railroad from charging different rates. Railroads were required to print each order affecting rates and post the same in each depot and station house.

To enforce any order or decree the court was authorized to appoint a receiver to operate a road until the managers of the road furnished good security as a guarantee for obedience in the future. The privilege of an appeal from any decree of the Court of Visitation to the Supreme Court was restricted to six months from the issue of the same.

Finally, provision was made in the law for awarding damages to injured parties and for imposing appropriate penalties upon railroads for violating any provision of the law or for refusal to obey the decrees of the court.

The validity of this act was contested in the Supreme Court of Kansas, which, on May 5, 1900, declared the whole act void on the ground that in it "legislative, judicial, and administrative powers are so inextricably interwoven as to render their separation impossible."¹ On this opinion the court stood two to one, the chief judge dissenting. The dissolution of this court left Kansas without any agency for the public control of railroads, until, in 1901, the legislature established a new commission on the lines of the former one.

Pennsylvania—Secretary of Internal Affairs.—The Constitution of Pennsylvania gives to the Secretary of Internal Affairs a general supervision over railroads, with power to require annual and other reports, and the statutes provide that the Secretary of Internal Affairs, acting through the Bureau of Railroads in his department, shall "exercise a watchful supervision" over railroads, and "see that they confine themselves strictly within their corporate limits." Upon complaint under oath, he is required to conduct an investigation, summoning witnesses and examining them under oath or affirmation. If satisfied that the railroad is guilty of the charge in the complaint, it is the duty of the Secretary of Internal Affairs to certify his opinion to the attorney-general, whose duty it is to prosecute the railroad in the courts. The secretary is further required to publish the reports received from railroads, and to send copies to the governor and to members of the legislature.

Michigan Boards.—Two ex-officio boards have been created in Michigan for special purposes. One, consisting of the commissioner of railroads, the attorney-general, and the secretary of state, is charged with the duty of passing upon all proposed locations of lines. Every railroad company "proceeding to construct a part of its road into or through any county named in its articles of association, or which shall have been so constructed, shall make a map of such part of the route intended to be adopted by such company, or which shall have been adopted, giving also the location of the points selected for crossing any other railroad," which map shall be submitted to the board for its consideration and approval or rejection. If the railroad is planned to cross another, the board shall serve notice upon the other, and allow it an opportunity to be heard in opposition to the crossing. And in approving the map, the board may determine the place of crossing, whether it is to be at grade or not, and if at grade, what safeguards are to be provided by the railroad making the crossing. Any changes in route must be submitted to the board in the same manner.

The other ex-officio board, consisting of the attorney-general, railroad commissioner, and secretary of state, is appointed to supervise the consolidation of railroads. Articles of consolidation or evidence of a proposed purchase must be filed with the board, which is required to approve the same, "if they are in accordance with the constitution and laws of the State."

In addition to these two boards, there was established in Michigan, by an act passed in 1893, a Railroad and Street Crossing Board. This board is composed of the commissioner of railroads and two other persons appointed by the governor for a term of four years, one retiring every two years. These persons must not be pecuniarily interested in any railroad; they must take oath of office and give bond of ten thousand dollars each. They receive a salary of ten dollars per day and their expenses, while actually engaged in the work of the board.

¹ 61 Kan., 803.

If a railroad and local authorities can not agree as to the advisability of separating the grade at a street or highway crossing or as to the manner of such separation, or as to the apportionment of expenses connected therewith, the latter may bring a petition before the board. Such a petition may also be brought by twenty or more persons owning real estate along the street or highway involved. The board must investigate the matter and make such determination as it shall deem proper. It may draw up the plans in detail, employing an engineer and clerical assistants, and may determine the proportion of the expense to be borne by the railroads and by the locality.

North Carolina Corporation Commission.—In 1899 North Carolina abolished its Board of Railroad Commissioners and established a Corporation Commission.

The Board of Railroad Commissioners was created in 1891 with supervision over railroad, canal, steamboat, express, and telegraph companies, and "other common carriers" except street railways.

In 1893 its supervision was extended to telephone companies, and in 1897 to street railways except those entirely within the corporate limits of a town and not doing a freight business. The Corporation Commission is given all of the powers and is charged with all of the duties conferred and imposed upon the Board of Railroad Commissioners by the law of 1891 and its amendments. In addition to the corporations thus brought under the supervision of the commission, its control is extended over navigation companies, sleeping-car companies, building and loan associations, loan and trust companies, and banks. By an act of 1901 the commission is required to act as a Board of State Tax Commissioners.

The composition and organization of the Corporation Commission is exactly the same as that of the Board of Railroad Commissioners, except that the members are elected by popular vote rather than by the general assembly.

In brief, then, the commission consists of three members who must not be pecuniarily interested in any of the corporations coming under its supervision—these members to be elected by popular vote for a term of six years, one retiring every two years, the chairman to be indicated by the general assembly. Like the Railroad Board it is declared to be a court of record. While exercising authority over other corporations, its powers over railroads and its duties in regard thereto are declared in one clause, as mentioned above, to be as extensive as those of the former board, while in other clauses they are defined in greater detail. Briefly enumerated, they allow the commission to establish passenger and freight rates, including through rates, and charges for cars; to make rules for the transportation of freight and for the handling of freight and baggage; to prevent discrimination; to regulate contracts between railroads; to require stations and station accommodations, as well as alterations and repairs thereto; to require separate waiting rooms for the white and black races; to require side tracks; and to order the raising or lowering of tracks at crossings. The rest of the Corporation Commission Act, in so far as its pertains to railroads, contains provisions identical with those in the railroad law of 1891. Thus, although the Board of Railroad Commissioners has been abolished, the public regulation of railroads is now of about the same character, so far as statute law is concerned, as formerly.

Wisconsin Board of Crossings.—By a law enacted in Wisconsin in 1889 the railroad commissioner, attorney-general, and governor are created a board to hear, try, and determine certain cases pertaining to railroad crossings. The board is clothed with the same powers as the railroad commissioner in summoning witnesses, administering oaths, and conducting proceedings. The orders issued by the board may require the connection of tracks, or the maintenance of depot facilities at railroad crossings, but these are the only cases to which its authority extends.

Texas State Engineer.—A law enacted in Texas in 1883 provides for the appointment by the governor of a State Engineer for a term of two years. He is allowed all his traveling expenses, besides his salary of three thousand dollars, and may appoint a secretary. The State Engineer is required to inspect railroads twice a year and to report every noncompliance with law to the attorney-general, whose duty it is to institute suit against the railroad. The engineer is further required to make an annual report to the governor on the condition of railroads in Texas.

accompanying it with such recommendations as he may deem advisable. When the Railroad Commission was established in 1891, these functions were not transferred to it, and while the commission was given general authority to inspect the condition and operation of railroads, it was not required to make its inspection regular or systematic. The functions outlined above still pertain to the office of State Engineer.

Nebraska Board of Transportation.—The Nebraska Board of Transportation, which was abolished in 1901,¹ is included among the State Railroad Commissions in the tables which form the body of this report. There were, however, a few peculiarities in its organization which seem to call for special mention in this place. The board consisted of five public officers acting ex-officio—the attorney-general, secretary of state, auditor, treasurer, and the commissioner of public lands and buildings. These appointed three secretaries, who were not allowed to be pecuniarily interested in any railroad, and no more than two of whom could belong to the same political party. Upon these secretaries were conferred all the powers of the board in making investigations and hearing complaints, with the provision that all final orders should emanate from the board itself.

Virginia Corporation Commission.—Chapters 155 and 156 of the Virginia Constitution of 1902 provide for the establishment of a Corporation Commission modeled largely upon the North Carolina Corporation Commission. Although this commission does not go into office until March 1, 1903, some statement of the nature and powers of the commission contemplated by it may be appropriate. It is to consist of three persons appointed by the governor for a term of six years, one retiring every two years. One of its members is to be selected chairman, and it is to have a clerk, a bailiff, and other officers provided by law. The members of this commission can not be financially interested in any corporation; they are to travel free while in the discharge of their official duties and may take with them persons in their employ. The commission is empowered to supervise all corporations and to prescribe the forms for all public reports. It is required to perform all of the duties of the present Commissioner of Railroads and the Board of Public Works, except so far as its duties are specifically altered by the constitution or the legislature. It is also made a function of the Corporation Commission to issue charters to domestic, and licenses to foreign, corporations. The commission is empowered to establish its own procedure. It is granted the power of a court of record to administer oaths, compel the attendance of witnesses and the production of books and papers; also to punish for contempt of its orders and to enforce them by appropriate process after hearing the cases, in the same manner as a court. It may also inflict a penalty of not over five hundred dollars per day upon any railroad for the violation of any order, unless an appeal is taken to the court. It is required to keep a record of its orders and findings. Appeals from decisions of the Corporation Commission lie only to the Supreme Court of Appeals. Such appeals operate to stay the orders of the commission only when so ordered by the higher court and, in the case of orders fixing rates, only when a bond is filed by the corporation to guarantee the repayment of any overcharges. Such appeals take precedence over all cases, except habeas corpus and the Commonwealth's cases. In such appeals no new evidence is admitted, except such as the commission may take under order from the court. The court is empowered to review cases both as to law and fact, but the commission's orders are prima facie reasonable and just. Moreover, the court, if it reverse the commission's order concerning rates, must itself fix such rates as it may deem to be reasonable.

The Corporation Commission is given power to fix rates for railroads, also for street railroads, canals, steamboat, telephone, and telegraph companies, and to regulate the character of the service to be furnished by these corporations. It may examine books and papers and require special reports at any time. It may inspect the condition and operation of railroads and make rules to prevent discriminations of any kind. Its authority to fix rates is declared to be paramount to that of the general assembly. Finally, the commission is required to report annually to the governor with such recommendations as it may deem advisable.

¹The act abolishing the board was subsequent to a decision of the Nebraska Supreme Court, rendered on November 21, 1900, declaring void the act creating the board, because it had not been passed by the legislature in the mode prescribed by the constitution. (*State vs. Burlington and Missouri River R. R. Co.*, 60 Nebr., 741.)

STATE RAILROAD COMMISSIONS AND
STATE RAILROAD STATUTES.

PRELIMINARY.

TABLE I.—TITLES OF CODES AND STATUTES, AND GENERAL
CHARACTERIZATION OF LAWS.

EXPLANATORY NOTE.

Table I is in the nature of a key to all subsequent tables. It submits, first, a general characterization of the regulations of railways undertaken by each State. In it is also found a statement of the particular compilation of statutes or laws to which reference by sections, chapters, or pages is made in subsequent tables. These references not only give the authority for the statements found throughout the report, but serve as an index to the particular statutes now in force, thus enabling anyone who may so desire to refer easily to the details of a statute relative to any particular phase of railway legislation in any particular State.

Table I.—TITLES OF CODES AND STATUTES, AND GENERAL CHARACTERIZATION OF LAWS.

State or Territory.	Statute books used, and explanation of references.	Character of laws.
Alabama	Martin's Code of Alabama, approved 1897; references to sections. S. L. to 1902.	Special railroad law, ch. 28, on organization; ch. 96, on regulations, and ch. 96, on commission.
Alaska	Carter's Laws of Alaska, 1900; references to pages.	Miscellaneous and meager.
Arizona	Revised Statutes, 1887; references to sections. S. L. to 1902.	Special railroad law, Title XII, ch. 5. Commission law passed in 1891, S. L. 138; repealed in 1895, S. L. 8.
Arkansas	Sandel and Hill's Digest of the Statutes, 1894; references to sections. S. L. to 1902.	Special railroad law, Ch. CXXX. Commission law passed in 1899, S. L. 84.
California	Deering's Codes and Statutes, 1885, with supplements for 1887-1889, 1891-1893, and 1895; references to sections, and sections are in Vol. II unless otherwise indicated. S. L. to 1902.	Railroads organized under general incorporation law, Civil Code, Part IV, Title I. Title III is on railroad powers, regulation, and commission.
Colorado	Mill's Annotated Statutes, 1891, with Supplement for 1891-1896; references to sections. S. L. to 1902.	Railroads organized under general incorporation law, ch. 30, div. 1, with supplementary provisions specially applicable to railroads, ch. 30, div. 2. Ch. 105 is on railroad regulation and commission.
Connecticut	General Statutes of Connecticut, in force January 1, 1888; references to sections. S. L. to 1902.	Special railroad law, Title LXVI, including commission law.
Delaware	Revised Statutes, 1893; references to pages. S. L. to 1902.	No railroad or general incorporation law. Title 10, chs. 70-73, contains miscellaneous provisions. Special railroad law, with provisions applicable to all corporations, enacted in 1899, p. 470.
District of Columbia	Compiled Statutes, 1889; references to pages. United States Statutes since 1889.	Special railroad law, Ch. XV, class 7.
Florida	Revised Statutes, 1892; references to sections. S. L. to 1902.	Railroads organized under general incorporation law, with supplementary provisions specially applicable to railroads, Part IV, Title III. Title IV is on railroad regulation and commission. Commission abolished in 1891, S. L. 109; reestablished in 1897, S. L. 82.
Georgia	The Code of Georgia, 1895; references to sections. S. L. to 1902, also for 1890 and 1891.	Special railroad law, Art. 6. Sec. 1 is on incorporation; sec. 2, on commission; and secs. 3-11, on regulation of railroads.
Idaho	Revised Statutes, 1887; references to sections. S. L. to 1902.	Railroads organized under general incorporation law, Title IV, ch. 1, with supplementary provisions specially applicable to railroads, ch. 2.
Illinois	Starr and Curtis's Annotated Statutes, 1885, with Supplement for 1885-1887; references to sections of ch. 114. S. L. for 1889. Hurd's Revised Statutes, 1899; references to sections of ch. 114. References for 1890 in Starr and Curtis; for 1891-1900 in Hurd. S. L. to 1902.	Special railroad law, including commission, ch. 114.
Indiana	Thornton's Revised Statutes, 1897; references to sections. S. L. to 1902.	Special railroad law, ch. 40, on railroad organization; ch. 41, on railroads after organization.
Indian Territory	Annotated Statutes, 1899; references to sections.	Miscellaneous and meager.
Iowa	Annotated Code, 1897; references to sections. S. L. to 1902.	Railroads organized under general incorporation law, Title IX, ch. 1. Ch. 5 of same title refers to construction and operation; ch. 6, to commission, and ch. 7 to regulations.
Kansas	Webb's General Statutes, 1897; references to chapters and sections in chapters.	Railroads organized under general incorporation law, ch. 66. Ch. 70 covers corporate powers and regulation of railroads. Commission law is in ch. 69.
Kentucky	(1) Bullitt and Feland's General Statutes, 1888; references to pages. S. L. to 1890. (2) The Kentucky Statutes, 1894; references to sections. Caldwell's Annotated Supplement for 1896-1898; references to pages. S. L. to 1902.	Ch. 90a is on regulation of railroads.
Louisiana	Wolff's Revised Laws, 1897; references to pages. S. L. to 1902.	Special railroad law, ch. 32, Art. V, with preliminary provisions applicable to all corporations in ch. 32, Art. I. Commission law in ch. 32, Art. V.
Maine	Revised Statutes, 1884, with Freeman's Supplement, 1895; references to sections, and sections are in ch. 51 unless otherwise indicated. Numbers in brackets refer to supplementary acts in Supplement of 1895. S. L. to 1902.	Railroads organized under general law for incorporation of manufacturing concerns, corporations for works of public improvement, etc., sec. 683ff. Commission established by Constitution of 1898, sec. 283ff. Special railroad law, including commission, ch. 51.
Maryland	Poe's Maryland Code, Public General Laws, 1888; references to sections, and sections are in Art. XXIII unless otherwise indicated. S. L. to 1902.	Special railroad law, with a very few provisions applicable to all corporations, Art. XXIII.
Massachusetts	Public Statutes, 1882; references to sections, and sections are in ch. 112 unless otherwise indicated. Supplements for 1882-1888 and 1889-1895; references to years and chapters. S. L. to 1902.	Special railroad law, including commission, ch. 112.
Michigan	Howell's General Statutes, 1882, with Supplement, 1889; references to sections. Miller's Compiled Laws, 1897; references to sections. S. L. to 1902. H=Howell's; M=Miller's.	Special railroad law, H., ch. 91; M., ch. 164. Commission law in H., ch. 90, and M., ch. 131. Miscellaneous railroad provisions in H., ch. 92, and M., ch. 165.
Minnesota	Wenzell and Lane's General Statutes, 1894; references to sections. S. L. to 1902.	Railroad organized under general law for corporations empowered to take private property, ch. 34, title 1 (1). (2) Contains powers and regulation of railroads. Commission law is in ch. 6, title 9.
Mississippi	Thompson, Dillard, and Campbell's Annotated Code of the General Statute Laws, 1892; references to sections. S. L. to 1902.	Special railroad law, ch. 112. Commission law is in ch. 134.
Missouri	For 1890 The Revised Statutes of Missouri, 1889; references to sections. For subsequent dates The Revised Statutes of Missouri, 1899; references to sections. References in 1902 are to sections in edition of 1899 corresponding to sections in edition of 1889. S. L. to 1902.	Special railroad law, ch. 42, Art. II, with preliminary provisions applicable to all corporations, ch. 42, Art. I. Commission law in ch. 42, Art. III (1889), and ch. 42, Art. IV (1899).
Montana	(1) Compiled Statutes, enacted 1887; references to sections in division 5, called General Laws. S. L. to 1890 and for 1891. (2) Sanders's Complete Codes and Statutes, 1895; references to sections, and sections are in II (Civil Code) unless otherwise indicated. S. L. to 1902.	Special railroad law, div. 5, Ch. XXV.
Nebraska	For 1890, Brown and Wheeler's Compiled Statutes, 1889; references to chapters and sections or chapters, articles, and sections; references in roman-arabic numerals are in ch. 72, unless otherwise stated. For 1891-1897, Brown and Wheeler's Compiled Statutes; same references. S. L. to 1902.	Railroads are organized under general incorporation law, Civil Code, div. 1, Part IV, Title I. Title VIII contains powers and regulation of railroads. Special railroad law, ch. 16, sec. 72ff. Ch. 72 is on regulation of railroads; ch. 72, Art. VIII, is on board of transportation.

Table I.—TITLES OF CODES AND STATUTES, AND GENERAL CHARACTERIZATION OF LAWS—Continued.

State or Territory.	Statute books used, and explanation of references.	Character of laws.
Nevada.....	General Statutes, 1885; references to sections. S. L. to 1902.	Special railroad law, Ch. VIII, secs. 884-913.
New Hampshire.....	Public Statutes, 1891; references to pages. S. L. to 1902.	Special railroad law, including commission, title 21.
New Jersey.....	General Statutes, 1895; references to sections of chapter on "Railroads and canals" unless otherwise indicated. S. L. to 1902.	Special railroad law, Vol. II, p. 2635ff.
New Mexico.....	Compiled Laws, 1897; references to sections. S. L. to 1902.	Railroad organized under general incorporation law, Title V, ch. 1.
New York.....	Railroad laws in annual reports of the board of railroad commissioners, 1890-1902: 1890—Ch. 140, laws of 1850, references to sections, 1-48; ch. 353, laws of 1882, references to sections, indicated by 353-1, 353-2, etc. Miscellaneous statutes are referred to by page numbers (300 to 499) in commissioners' report for 1890. 1891—References are to sections in corporation law, indicated by "C;" in stock corporation law, indicated by "S;" and in railroad law, indicated by "R." References to miscellaneous statutes same as in 1890.	1890—Special railroad law, ch. 140, laws of 1850; also commission law, ch. 353, laws of 1882, and miscellaneous railroad statutes. 1891—Railroads organized under a "corporation law" supplemented by a "stock corporation law" and a "railroad law." Commission law included in "railroad law." Miscellaneous statutes continued in force.
North Carolina.....	Code of North Carolina, enacted in 1883; references to sections. S. L. to 1902.	Special law for incorporation of railroads and telegraphs, sec. 1932ff. Commission law passed in 1891, S. L. 275ff.
North Dakota.....	Revised Codes, 1895; references to sections. S. L. to 1902.	Special railroad law, Civil Code, ch. 12, with preliminary provisions applicable to all corporations, ch. 11. Commission law is in ch. 12.
Ohio.....	1890, Glauque's Revised Statutes, 1890; references to sections. For 1891-1900, Bates's Annotated Revised Statutes, 1900; references to sections. S. L. to 1902.	Railroads organized under general incorporation law, Title II, ch. 1, in both Glauque and Bates. Ch. 2 contains railroad powers and regulations. Commission law is in ch. 7.
Oklahoma.....	Statutes of Oklahoma, 1893; references to sections. S. L. to 1902.	Special railroad law, ch. 17, art. 9, with preliminary provisions applicable to all corporations, ch. 17, arts. 1-8.
Oregon.....	Hill's Codes and General Laws, 1892; references to sections. S. L. to 1902.	Railroads organized under general incorporation law, Ch. XXXII. Commission law in Ch. LXXXII. Commission law repealed in 1898, S. L. 4.
Pennsylvania.....	Pepper and Lewis's Digest of the Laws, 1894, with Supplement for 1895-1897; references to sections in chapter on "Railroads and canals." S. L. to 1902.	Special railroad law, Vol. II.
Rhode Island.....	General Laws, 1896; references to pages. S. L. to 1902.	No general or railroad incorporation law. Commission law in ch. 187.
South Carolina.....	Revised Statutes, 1893; references to sections. S. L. to 1902.	No general or railroad incorporation law. Commission law in ch. LI. Special railroad law passed in 1899, S. L. 64ff.
South Dakota.....	Compiled Laws of Dakota, 1887; references to sections. S. L. of Dakota, 1889; S. L. of South Dakota, 1890-1902. References in S. L. to chapters.	Special railroad law, part 3, title 2, ch. 3, art. 9, with preliminary provisions applicable to all corporations. Commission law is in Political Code, ch. 6, art. 2.
Tennessee.....	Shannon's Public and Permanent Statutes, 1896; references to sections. S. L. to 1902.	Railroads organized under general incorporation law, title 9, ch. 3, Arts. I and II. Certain railroad regulations in title 8, chs. 1 and 2.
Texas.....	Sayles's Revised Civil Statutes, 1889, with Supplement, 1893; references to sections, except that references to the commission law (sec. 4280a) give paragraphs only. Wilson's Revised Penal Code, 1888, with Supplement, 1893; references to sections and distinguished by "P. C." S. L. to 1902.	Special railroad law, title 84. Commission law, passed in 1891, is sec. 4280a in Supplement.
Utah.....	(1) Compiled Laws, 1888; references to sections. S. L. to 1898. (2) Revised Statutes, 1898; references to sections. S. L. to 1902.	Special railroad law, sec. 2315ff.
Vermont.....	The Vermont Statutes, 1894; references to sections. S. L. to 1902.	Railroads organized under general incorporation law, Title II, ch. 1, with supplementary provisions specially applicable to railroads, Title II, ch. 7.
Virginia.....	Code, 1887, with Pollard's Supplement, 1887-1898; references to sections. S. L. to 1902.	Special railroad law, title 26. Commission law in sec. 3977ff.
Washington.....	For 1890, Hill's General Statutes and Codes, 1891; references to sections, and sections are in Vol. I unless otherwise indicated. For 1891-1898, Ballinger's Annotated Codes and Statutes, 1898; references to sections. S. L. to 1902. 1890 references are to Hill; 1902 references are to Ballinger.	No general or railroad incorporation law. Regulations governing all corporations in title 17; governing stock companies, common carriers, etc., title 18.
West Virginia.....	Code of West Virginia, 1891; references to pages. S. L. to 1902.	Railroads organized under general incorporation law, Hill, Title XVIII, ch. 1; Ballinger, Title XXIII, Ch. I, with supplementary provisions specially applicable to railroads, Hill, Title XVIII, ch. 5; Ballinger, Title XXIII, Ch. III.
Wisconsin.....	Sanborn and Berryman's Statutes, 1898; references to sections. S. L. to 1902.	Special railroad law, Ch. LIV, with a few preliminary provisions applicable to all corporations, secs. 494-512.
Wyoming.....	Revised Statutes, 1887; references to sections. S. L. to 1902.	Special railroad law, Title XIX, ch. 87, with certain preliminary provisions applicable to all corporations, Title XIX, ch. 85. Commission law is in Title XIX, ch. 87.

STATE RAILROAD COMMISSIONS.

TABLE II.—ORGANIZATION OF RAILROAD COMMISSIONS.

TABLE III.—DUTIES OF RAILROAD COMMISSIONS.

TABLE IV.—POWERS OF RAILROAD COMMISSIONS.

EXPLANATORY NOTE.

Table II deals with the organization of railroad commissions.

Part A is concerned with the names and nature of railroad commissions. In 1890 there were twenty-eight State boards, while in 1902 the number had increased to thirty. The changes during the intermediate years are summarized in the text. A study of the column devoted to the question as to whether the commission has authority over rates discloses a well-marked tendency toward the "strong" commission—a board with the rate-making power—at the expense of the "weak" commission; that is, a board which has no such power. From a further study of Part A of the table may be observed a tendency in the disposition of State legislatures to intrust to their railroad commissions authority over corporations other than railroads; also, the relation of commissions to other agencies of government.

Part B is concerned with the subject of the composition of railroad commissions—when created, how composed, term of office, conditions of appointment, privileges, and officers and assistants allowed.

Part C is concerned with the salaries of railroad commissioners and the method of payment, together with laws of organization peculiar to a few States. There is wide difference in the salaries of commissioners, which range from one thousand to eight thousand dollars per annum, while the salaries allowed to the secretaries or clerks also range from eight hundred to six thousand dollars. The average of the salaries of all commissioners is perhaps not much less than three thousand dollars.

It is the design of this report to present the general facts relative to the organization of railroad commissions, and the statutory regulation of railways, in such form that the laws of the several States may be easily compared, and that the general trend of railroad regulation may be seen at a glance. The boxing contains the classification of items. On the left-hand side of each table are the names of the States, followed by a column giving the years in which legislation took place relative to any phase of the general subject covered by the table. The years 1890 and 1902 are always given, but intermediate dates appear only when legislation was enacted within that period. The condition of the law in 1890 is indicated by the insertion in the table of figures, or of explanations, words and figures. Such an insertion indicates that the item of law appearing at the head of the column was in force in 1890. No insertion means an absence of legislation on that subject. "Do." (ditto) under an insertion indicates that the law remained in force through 1902, and this word is always put after 1902, unless the law has been repealed before that time.

The figures in the body of the following table indicate that the State in question has a statute conforming to the statement made in the boxing of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

- C.....Constitution.
- C. C.....Criminal Code.
- P. C.....Penal Code.
- C. C. P...Code of Civil Procedure.
- S. L.....Session Laws. References to session laws are to pages, except where indicated by ch. (chapter).
- RRepealed.

The following is the explanation of the signs used in the tables:

- *.....When ordered by commission.
- †.....With the consent of commission.
- ‡.....Unless otherwise allowed by the commission.
- ††.....Approved by the commission.

RAILWAYS IN THE UNITED STATES IN 1902.

Table II.—ORGANIZATION

A.—Name and nature

State or Territory.	Year.	Statutory title.	Has commission power in regard to rates?	To what besides railroads does supervision extend?
Alabama	1890	Railroad commissioners (3481).....	Yes (3491)	
	1902	do.....	do.....	
Arizona	1890			
	1891	Board of railroad commissioners (138).....	No (138)	
	1895	Abolished (3)	R. (3)	
	1902			
Arkansas	1890			
	1899	Railroad commission (84)	Yes (86,195).....	Express companies (86)
	1902	do.....	do.....	do.....
California	1890	Board of railroad commissioners (491).....	Yes (C. XII, 22)...	Companies operating steamboats between points in State (491).
	1902	do.....	do.....	do.....
Colorado	1890	Railroad commissioner (3741)	No (3722)	
	1902	do.....	do.....	
Connecticut	1890	Board of railroad commissioners (3414).....	No (3413)	
	1893			Street railways (313, also 1901-1330-1-2).
	1902	do.....	do.....	do.
Florida	1890	Railroad commissioners (2282).....	Yes (2287)	
	1891	Abolished (109)	R. (109).....	
	1897	Railroad commission (82).....	Yes (85)	Express companies (84); sleeping-car companies (84).
	1899			Steamboat companies (80); union depot companies (80).
	1902	do.....	do.....	do.....
Georgia.....	1890	Railroad commission (2185).....	Yes (2189)	
	1891			Express companies (2217); telegraph companies (2217).
	1902	do.....	do.....	do.....
Illinois	1890	Railroad and warehouse commission (126)	Yes (Sup. 87, p. 445)	Warehouses (134-141)
	1902	do. (167)	Yes (131)	do. (175-182)
Iowa	1890	Board of railroad commissioners (2111).....	Yes (2125, 2128, 2138-42, 2155-6)	Union depot companies (2100); express companies (2112); car companies (2112); sleeping-car companies (2112); freight companies (2112).
	1896			Express companies (2166).
	1902	do.....	do.....	do.....

STATE RAILROAD COMMISSIONS.

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OF RAILROAD COMMISSIONS.

of commission.

RELATION TO OTHER AGENCIES OF GOVERNMENT, IN THE ADMINISTRATION OF DUTIES IMPOSED BY LAW.			State or Territory.
Executive.	Judicial.	Interstate Commerce Commission.	
	Any determination of the commissioners is prima facie reasonable and just (3496). do.		Alabama.
			Arizona.
			Arkansas.
Writ of attachment may be addressed to any sheriff or constable (97). Commission may call on prosecuting attorneys to bring certain suits (93). Commission to form State board of construction, with governor, auditor, and attorney-general (S. L. 97-94. See text). do.	Commission's findings to be prima facie right and proper, and prima facie evidence (94). do.		California.
Attorney-general and district attorneys must appear for commission (491). do.	In all cases, civil and criminal, commission's rates shall be deemed conclusively just and reasonable (C. XII-22, and 1901-53). do.		Colorado.
Attorney-general and district attorneys must prosecute suits for commissioner (3735). do.			Connecticut.
Commission may direct attorney-general or State's attorneys to bring suit (2293, 2304); sheriffs must serve process of commission (2293).	Commission's rates are prima facie reasonable (2288).	Commission must bring complaint before Interstate Commerce Commission against any railroad operating in interstate business, to the detriment of citizens of Florida (2306).	Florida.
Repealed (109). Commission may direct attorney-general or State's attorneys to bring suit (90, 93); sheriffs must serve process of commission (91). do.	Repealed (109). Commission's rates are prima facie reasonable (86); fines imposed by commission are prima facie just (86). do.	Repealed (109). Commission must discover when interstate freight rates are unjust; call attention of railroad to fact, and, if railroad fails to correct same, take case before Interstate Commerce Commission (86). do.	Georgia.
Commission may direct attorney-general or solicitor-general to institute certain suits (2196). do. (2195). do.	Commission's rates are "sufficient evidence" that they are reasonable and just (2190). do.	Commission shall investigate interstate rates, recommend changes to railroads, and, on failure of railroads to comply with recommendations, apply for relief to the Interstate Commerce Commission (2202-5).	Illinois.
Commission may call on attorney-general or State's attorneys to conduct its suits (142). do. (183).	Findings of commission regarding repairs are prima facie evidence (Sup. 87, p. 445); commission's rates are prima facie reasonable (Sup. 87, p. 445); decisions may be enforced through courts (142). do. (181, 183).		Iowa.
Commission may order attorney-general to bring suit to enforce its rulings (2119). do.	Orders of commission may be enforced through courts (2119); all commission's rates and findings are prima facie reasonable and just (2135, 2138-42). do.		

Table II.—ORGANIZATION OF

A.—Name and nature

State or Territory.	Year.	Statutory title.	Has commission power in regard to rates?	To what besides railroads does supervision extend?
Kansas	1890	Board of railroad commissioners (69-1)....	Yes (69-15, 69-19) .	Express companies (69-8; 69-29); sleeping car companies (69-8); transportation companies (69-29), and railroad bridge companies (69-29).
	1898	Abolished (91. See text concerning court of visitation.)	R. (91).....	Repealed (91).....
	1901	Board of railroad commissioners (517).....	Yes (525-7).....	Express companies, sleeping car companies, transportation companies, railroad bridge companies, and other common carriers (519; 533).
	1902	.....do.....	.....do.....	.....do.....
Kentucky	1890	Board of railroad commissioners (1023) ...	No (1023)	
	1891	Railroad commission (C. 209; 821).....	No (821).....	
	1893			
	1900 1902	.....do.....	Yes (5) .....do.....	
Louisiana	1890			
	1898	Railroad commission (C. 283).....	Yes (C. 284).....	Express companies (C. 283); telephone companies (C. 283); telegraph companies (C. 283); steamboat companies (C. 283); sleeping-car companies (C. 283)
	1902	.....do.....	.....do.....	.....do.....
Maine	1890	Railroad commissioners (113).....	Yes (9, [6])	
	1893			Street railways ([13]).
	1899			
	1902	.....do.....	.....do.....	.....do.....
Massachusetts	1890	Board of railroad commissioners (9)	No (9)	Street railways (14. Also 87-366; 88-278; 94-548; 96-500; 97-165, 241; 1900-355; 1901-206, 320 and 1902-229, 358, 375, 377).
	1897			Steamboats (368).
	1902	.....do.....	.....do.....	.....do.....
Michigan.....	1890	Commissioner of railroads (3285)	No (3285)	Union depot companies, railroad bridge companies, railroad tunnel companies, and car companies (3313, 3474, Sup. 1236b).
	1897			Street railways (6466).
	1902	.....do. (5206)	No (5206) .....	.....do. (6266; 6372; 4008; 6466).....
Minnesota.....	1890	Railroad and warehouse commission (387) ..	Yes (381, 386)	Warehouses (7660; 7697), railroad bridges and railroad ferries (379).
	1895			Express companies (325).
	1902	.....do.....	.....do.....	.....do.....
Mississippi.....	1890	Railroad commission (4273).....	Yes (4290)	Express companies (4291); telegraph companies (4291); telephone companies (4291); sleeping-car companies (4291).
	1898			Car companies (97).
	1902	.....do.....	.....do.....	.....do.....
Missouri.....	1890	Railroad and warehouse commissioners (2678) ..	Yes (2641, 2652) ...	Warehouses (5605).....
	1891			
	1893			Express companies (1520).
	1902	.....do. (1198)	Yes (1138, 1149) .....	.....do. (7623, 1520).....

RAILROAD COMMISSIONS—Continued.

of commission—Continued.

RELATION TO OTHER AGENCIES OF GOVERNMENT, IN THE ADMINISTRATION OF DUTIES IMPOSED BY LAW.			State or Territory.
Executive.	Judicial.	Interstate Commerce Commission.	
Commission may direct county attorneys to bring suit (69-23), and require attorney-general to assist them (69-23). Repealed (91)	Commission's findings as to reasonable rates to be prima facie true (69-15); all findings shall be prima facie evidence (69-18, 21). Repealed (91).		Kansas.
Commission may direct attorney-general and county attorneys to bring suit (532; 534; 535). .....do	All rates and findings of commission are prima facie reasonable (525, 527; 534). do.		
Commission may order the attorney-general and the Commonwealth's attorneys to conduct its suits (1028). Above repealed (93-734); commission may require services of attorney-general in certain cases (826); shall report to attorney-general when railroads disobey its orders (830). .....do	All findings of commission are prima facie evidence (90-28); courts must issue writs of attachment to enforce commission's subpoenas (1027). Above repealed (93-734); commission's orders concerning extortion and discrimination are prima facie evidence (829). .....do	Commission shall make recommendations to railroads concerning interstate rates, and may make complaints before Interstate Commerce Commission (826). do.	Kentucky.
Attorney-general and district attorneys must aid the commission in all legal matters (C. 288); sheriffs must serve and execute all process of commission (22). .....do	Commission shall enforce its rulings through the courts (C. 284). do.		Louisiana.
Commission may "notify" and direct attorney-general to conduct certain suits (60, 117). do	Certain findings of commission are final unless at once appealed from to the supreme court (84). do.		Maine.
Commission shall report to attorney-general when railroad has ignored notice of violation of law; attorney-general, however, need not prosecute (15). .....do	Commission's award regarding separation of railroad grade crossing, after application by both railroads, shall be final (117). do.		Massachusetts.
Commissioner may call on attorney-general or prosecuting attorneys to conduct suits (3304); commissioner acts on a board with attorney-general and secretary of state to approve consolidations (3343-4), location and relocation of line (3321), and crossings of railroads (3321), and to order safeguards at railroad crossings (3321). .....do. (5225; 6254-5; 6232)	Transcripts from commissioner's records to be evidence in all courts (3309); certain findings of commissioner are prima facie evidence (3298). do. (5230; 5219).		Michigan.
Attorney-general must prosecute all commission's suits (387, 391-3). .....do	Any order of commission is prima facie reasonable (391-3); commission's rates are prima facie reasonable and just (386); also its joint rates (381). do.		Minnesota.
	Findings of commission are prima facie right and proper (4284). do.		Mississippi.
Commission may call on attorney-general to conduct suits (2648; 2662; 2572; 5654); also on circuit or prosecuting attorneys (2647; 5654); all such officers must prosecute for commission (2596; 2662); sheriffs must serve certain papers (2641). do. (1145; 1159; 1065; 7672; 1144)	Commission's schedules are prima facie reasonable (2641; 2652); decisions concerning discrimination, etc., to be prima facie reasonable (2648); copies of commission's documents to be evidence (2688). do. (1138; 1149; 1145; 1208),	Commission must make complaint before Interstate Commerce Commission when interstate rates are unreasonable, or discriminate against citizens of State (1199). do. (1199).	Missouri.

Table II.—ORGANIZATION OF
A.—Name and nature

State or Territory.	Year.	Statutory title.	Has commission power in regard to rates?	To what besides railroads does supervision extend?
Nebraska	1890	Board of transportation (VIII, 11)	Yes (VIII, 1, 17)...	All common carriers by railroad (VIII, 1)
	1897	.....	.....	Express companies (VIII, 24); Telegraph companies (VIII, 24); telephone companies (VIII, 24).
	1901 1902	Abolished (403)	R. (403).....	Repealed (403)
New Hampshire...	1890	Board of railroad commissioners (428).....	Yes (430) .....	.....
	1895 1902	.....do.....	.....do.....	Street railways (371 and 1901, ch. 46, 76, 77). .....do.....
New York	1890	Board of railroad commissioners (353-1)...	No (353-1)	Car companies (353-4); transportation companies (353-4); street railways (413).
	1891	.....	.....	.....
	1902	.....do. (R 150)	No (R 150).....	.....do. (R 171).....
North Carolina	1890	Board of railroad commissioners (275).....	Yes (279)	Canals (284); steamboats (284); express companies (284); telegraph companies (284); other common carriers <i>except</i> street railroads (284).
	1891			
	1893 1897	.....	.....	Telephone companies (468). Street railways not entirely within limits of city, etc. (347).
	1899	Abolished (658; see text for corporation commission).	R. (658).....	Repealed (658)
	1902	.....	.....	.....
North Dakota	1890	Board or railroad commissioners (303).....	Yes (303-4)	Railroad bridges (3014); railroad ferries (3014).
	1891 1897	.....	.....	Warehouses (1784). Express companies (226); sleeping-car companies (226); car companies (226); freight and freight-line companies (226); bridge companies (226); ferry companies (226).
	1902	.....do.....	.....do.....	.....do.....
	1890	Commissioner of railroads and telegraphs (245).	No (245)	Telegraphs (245).....
Ohio.....	1902	.....do.....	.....do.....	.....do.....
	1890	Board of railroad commissioners (4002).....	No (4002)	Street railways (4010)
Oregon	1891	.....	Yes (p. 1967) .....	.....
	1898 1902	Abolished (4, 24)	R. (4, 24)	Repealed (4, 24)
	1890	Railroad commissioner (597).....	No (597)	Tramways and all railroads operated by steam or other power (598). do.
Rhode Island.....	1902	.....do.....	.....do.....	.....do.....
	1890	Railroad commissioners (1626).....	Yes (1656) .....	.....
	1897	.....	.....	.....
	1898 1902	.....do.....	.....do.....	Express companies (780); telegraph companies (780). .....do.....
South Carolina	1890	Board of railroad commissioners (137).....	No (137)	Express companies (150); sleeping-car companies (150); telegraph companies (150); warehouses (153; 90, ch. 99).
	1891	.....	.....	.....
	1897	Yes (110)	Express companies (110); car companies (110); freight and freight-line companies (110).
	1902do.....do.....do.....

STATE RAILROAD COMMISSIONS.

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RAILROAD COMMISSIONS—Continued.

of commission—Continued.

RELATION TO OTHER AGENCIES OF GOVERNMENT, IN THE ADMINISTRATION OF DUTIES IMPOSED BY LAW.			State or Territory.
Executive.	Judicial.	Interstate Commerce Commission.	
Board may order attorney-general or county attorneys to prosecute in certain cases (VIII, 17). Repealed (VIII, 17).	Findings of board are prima facie evidence (VIII, 14, 17).		Nebraska.
	Repealed (408).		
	Commission's rates are "binding upon the proprietors of railroads" (480). do.		New Hampshire.
Commission shall notify attorney-general when railways have ignored its orders or violated law (355-5, 6).	Copies of official documents in commission's office to be evidence (357). Orders and recommendations to be prima facie evidence (R 162, repealed by ch. 676, Laws of 1892). do. (R 167).		New York.
.....do. (R 160).....			
Sheriffs must serve process of commission (285); attorney-general and solicitors required to prosecute suits for commission (282); commission to report when railroad ignores its orders to attorney-general, who may prosecute (285).	Commission is itself a court of record inferior to supreme court (565); its rates are prima facie reasonable (279); its findings when acting as arbitrator become judgments of the superior court (288).	Commission may bring complaint of unreasonableness in interstate rates before Interstate Commerce Commission (279).	North Carolina.
Repealed (656)	Repealed (656)	Repealed (656).	
Attorney-general and State's attorneys must prosecute all suits for commission (3009, 3046-7).	Commission's rates are prima facie reasonable (3032); its findings are prima facie evidence as to fact (3044-8); its apportionment of switching charges is final (3028).		North Dakota.
.....do. (225).....	Findings are prima facie evidence (234).		
.....do.....	do.		
Civil actions against railways shall be brought by prosecuting attorney at instance of commission (263). do.			Ohio.
District attorneys must prosecute suits for commission (4016).	Findings of commission are prima facie evidence (4014; 4016). Commission's rates are prima facie reasonable (p. 1968); commission's findings are prima facie reasonable (pp. 1969-70-71).		Oregon.
Repealed (4, 24)	Repealed (4, 24).		
			Rhode Island.
Commission may call on attorney-general to conduct certain suits (1632; 1666; 1735; 1740); may instruct him to conduct suit for forfeiture of charter (1742). Attorney-general or any solicitor must bring certain suits for commission (48).	Commission's rates are "sufficient evidence" that they are reasonable (1657).		South Carolina.
.....do.....	do.		
Attorney-general and district attorneys must prosecute suits for commission (151; 89-110).			South Dakota.
Attorney-general and State's attorneys must conduct suits for commission (110).	Commission's order regarding site for warehouse is final (115; also 95-185). Rates of commission are prima facie reasonable (110); findings of commission are prima facie evidence (110).		
.....do.....	do.		

Table II.—ORGANIZATION OF

A.—Name and nature

State or Territory.	Year.	Statutory title.	Has commission? power in regard to rates?	To what besides railroads does supervision extend?
Tennessee	1890			
	1897	Railroad commission (113)	Yes (121)	Telegraph companies (102); telephone companies (102).
	1900	.....do.....	.....do.....	.....do.....
Texas	1890			
	1891	Railroad commission (1)	Yes (3)	Express companies (289a); harbor corporations (644b); persons doing business as common carriers on any railroad (22).
	1902	.....do.....	.....do.....	.....do.....
Vermont	1890	Board of railroad commissioners (3977)	No (3977)	
	1902	.....do.....	.....do.....	Street railways (55).
Virginia	1890	Railroad commissioner (1298)	No (1298)	
	1892	.....do.....	.....do.....	
	1902	.....do. (See text for corporation commission; also Const. of Va. (1903)—155.) .....	.....do.....	
Wisconsin	1890	Railroad commissioner (128)	No (128)	Street railways (579)
	1899	.....do.....	.....do.....	.....do. (599)
	1902	.....do.....	.....do.....	.....do.....

RAILROAD COMMISSIONS—Continued.

of commission—Continued.

RELATION TO OTHER AGENCIES OF GOVERNMENT, IN THE ADMINISTRATION OF DUTIES IMPOSED BY LAW.			State or Territory.
Executive.	Judicial.	Interstate Commerce Commission.	
Commission may call on attorney-general (121), and district attorneys to conduct suits (124). do.	Commission's orders and rates are prima facie reasonable (125); copy of commission's record to be evidence (116); commission's duty to enforce railroad regulations by mandamus and other process (125). do.	Commission shall make complaint to Interstate Commerce Commission when railroads persist in violation of interstate law (121); shall confer with Interstate Commerce Commission as to uniformity of railroad regulations (124). do.	Tennessee.
Attorney shall bring suit for certain penalties at instance of commission (19); writ of attachment from commission may be addressed to any sheriff (13). do.	Commission's rates are prima facie reasonable (4, 7); evidence in complaint before commission shall be admissible as evidence in court (9). do.	Commission to apply to Interstate Commerce Commission for relief when railroads refuse to alter unreasonable interstate rates (12). do.	Texas.
Certain suits for penalties shall be brought by State's attorneys on notice from commission (3888). do.	Supreme court takes testimony all over again in cases brought by commission (3843, 3852). do.		Vermont.
Commissioner may require attorney-general or Commonwealth's attorneys to prosecute his suits (1297a). do.			Virginia.
When railroad violates order of commissioner he shall report the fact to the attorney-general (1794). Commissioner shall act with attorney-general and governor as board to control depot facilities at railroad crossings, etc. (376). do.			Wisconsin.

Table II.—ORGANIZATION OF

B.—Composition

State or Territory.	Year.	WHEN CREATED.		HOW COMPOSED.			TERM OF OFFICE.	
		Dates of first commission.	Date of present commission.	Number.	How chosen.	Presiding officer, and how chosen.	Number of years.	Do commissioners retire successively?
Alabama	1890	1881	1881	3 (3481)	Appointed by governor (3481).	President, by governor (3481).	4 (3481)	Two and one retire in alternate two years (3481).
	1902			3 (3481)	.....do.....	.....do.....	4 (3481)	.....do.....
Arizona	1890							
	1891	1891-1896		4 (138)	Appointed by governor (138).	President, by commission (138).	2 (138)	
	1896			R. (3)	Repealed (3).....	Repealed (3)	R. (3)	
	1902							
Arkansas	1890							
	1899	1899	1899	3 (84)	Elected by people, one from two Congressional districts (84).	Chairman, by commission (85).	2 (84)	
	1902				.....do.....	.....do.....		
California	1890	1876	1876	3 (C. XII, 22)	Elected by people, in three districts (C. XII, 22).	President, by commission (491).	4 (C. XII, 22)	
	1902			3 (C. XII, 22)	.....do.....	.....do.....	4 (C. XII, 22)	
Colorado	1890	1885	1885	1 (3722)	Appointed by governor (3722).		2 (3722)	
	1902			1 (3722)	.....do.....		2 (3722)	
Connecticut.....	1890	1853	1853	3 (3413)	Appointed by governor (3413).		4 (3413)	Two and one retire in alternate two years (3413).
	1902			3 (3413)	.....do.....		4 (3413)	.....do.....
Florida	1890	1887-1891	1897	3 (2282)	Appointed by governor (2282).		4 (2282)	
	1891			R. (109)	Repealed (109).		R. (109)	
	1897			3 (82)	Elected by people (82).	Chairman, by commission (83).	4 (83)	
	1902			3 (82)	.....do.....	.....do.....	4 (83)	
Georgia.....	1890	1879	1879	3 (2185)	Appointed by governor (2185).		6 (2185)	One retires every two years (2185).
	1902			3 (2185)	.....do.....		6 (2185)	.....do.....
Illinois	1890	1871	1871	3 (126)	Appointed by governor (126).		2 (126)	
	1902			3 (167)	.....do. (167).....		2 (167)	
Iowa	1890	1878	1878	3	Elected by people (2111).	Chairman, by commission (2111).	3 (2111)	One retires each year (1068).
	1902			3	.....do.....	.....do.....	3 (2111)	.....do.....
Kansas	1890	1883-1898	1901	3 (69-1)	Appointed by executive council (governor, secretary of state, auditor, treasurer, attorney-general, and superintendent of public instruction) (69-1).		3 (69-2)	One retires each year (69-2).
	1898			R. (91)	Repealed (91).....		R. (91)	Repealed (91)
	1901			3 (517)	By executive council (517).		3 (517)	One retires each year (517).
	1902			3 (517)	.....do.....		3 (517)	.....do.....

RAILROAD COMMISSIONS—Continued.

of commission.

CONDITIONS OF APPOINTMENT.				PRIVILEGES.			Officers and assistants allowed.	State or Territory.
Legal qualifications of commissioners.	If bonds required, what amount?	Are commissioners forbidden to hold railroad stock, accept gifts, solicit or receive appointments for others from railroads, etc.?	Must commissioners take an oath of office?	Commissioners ride free when on duty.	Officers and employees ride free when on duty.	Railroads must not obstruct commissioners in the performance of their duties.		
Must not be interested in any railroad (3484).		3485	3482	3490	3490		Clerk (3486)	Alabama.
do.		3485	3482	3490	3490		do.	
No more than two from one political party (138).			138				Secretary, who is chosen by and from the members of the board (138). Repealed (3).	Arizona.
Repealed (3)			R. (3)					
Must not be interested in any railroad (84); must not hold any other public office (86); must be at least 25 years old (84).		84	85	1195	1195		Secretary (85); experts (194); stenographer (86).	Arkansas.
do.		84	85	1195	1195		do.	
Must not be interested in any railroad (C. XII, 22).				491	491		Secretary (491); bailiff (491); stenographer (491).	California.
do.				491	491		do.	
Must not be interested in any railroad (3723).	\$20,000(3725)		3725	3739	3739	3733	Secretary (3724)	Colorado.
do.	\$20,000(3725)		3725	3739	3739	3733	do.	
Must not be stockholder or agent of railroad (3415); one must be a lawyer, one a civil engineer, and one a business man (3414).		3415		3419; also 1901-1333	3419; also 1901-1333	3430; also 1901-1333	Clerk (3416); experts (3417; also 1901-1333)	Connecticut.
do.		3415		3419; also 1901-1333	3419; also 1901-1333	3430; also 1901-1333	do.	
Must not be interested in any railroad (2282). Repealed (109).						2299	Secretary (2283)	Florida.
Must not be interested in any railroad (83).						R. (109) 92	Repealed (109). Secretary (83).	
do.						92	do.	
Must not be interested in any railroad (2185); one must be a lawyer and one must be experienced in railroad business (2185).			2185			2211	Secretary (2186)	Georgia.
do.			2185				do.	
Must not be connected with any railroad or warehouse (127).	\$20,000(128)	127		130			Secretary (129)	Illinois.
do. (168)	\$20,000(169)	168		171			do. (170)	
Must not be interested in any railroad (2111).				2151	2151	2115	Secretary (2111)	Iowa.
do.				2151	2151	2115	do.	
Must not be interested in any railroad (69-4); no more than two from one political party (69-4).	\$10,000(69-4)		69-4	69-6	69-6	69-10	Secretary (69-3)	Kansas.
Repealed (91).	R. (91)		R. (91)	R. (91)	R. (91)	R. (91)	Repealed (91).	
Must not be interested in any railroad (518); no more than two from one political party (518).	\$10,000(518)		518	519	519	519	Secretary and stenographer (518); accountants, experts, and other agents (519).	
do.	\$10,000(518)		518	519	519	519	do.	

1 May make requisition for transportation; lawful for railroads to grant same.

Table II.—ORGANIZATION OF

B.—Composition

State or Territory.	Year.	WHEN CREATED.		HOW COMPOSED.			TERM OF OFFICE.	
		Dates of first commission.	Date of present commission.	Number.	How chosen.	Presiding officer, and how chosen.	Number of years.	Do commissioners retire successively?
Kentucky	1890	1880	1880	3 (1023)	Appointed by governor from three districts (1023).	Chairman (1023)....	2 (1023)	
	1891			3 (C. 209)	Elected by people (C. 209).		4 (C. 209)	
	1893			3 (821)	...do. (823)	Chairman, by commission (821).	4 (823)	
	1902			3 (821)	...do	...do	4 (823)	
Louisiana	1890							
	1898	1898	1898	3 (C. 283)	Elected by people, in three districts (C. 283).	Chairman, by commission (C. 283).	6 (C. 283)	
	1902			3 (C. 283)	...do	...do	6 (C. 283)	
Maine	1890	1858	1858	3 (113)	Appointed by governor (113).	Chairman (113)	3 (113)	
	1901							
	1902			3 (113)	...do	...do	3 (113)	
Massachusetts.....	1890	1869	1869	3 (9)	Appointed by governor (9).	Chairman; method of selection not specified.	3 (9)	One retires each year (9).
	1894							
	1895							
	1902			3 (9)	...do	...do	3 (9)	...do
Michigan.....	1890	1873	1873	1 (3285)	Appointed by governor (3285).		2 (3285)	
	1902			1 (5206)	...do. (5206)		2 (5206)	
Minnesota.....	1890	1871	1871	3 (387)	Appointed by governor (387).		3 (387)	
	1895							
	1899				Elected by people (36).		4 (36)	Two and one retire in alternate two years (36).
	1902			3 (387)	...do		4 (36)	...do
Mississippi	1890	1884	1884	3 (4273; 3633)	Elected by people, one from each supreme court district (3633; 4273).	President, by commission (4275).	4 (3633; 4273)	
	1902			3 (4273; 3633)	...do	...do	4 (3633; 4273)	
Missouri.....	1890	1875	1875	3 (2678)	Elected by people (2678).		6 (2678)	
	1902			3 (1198)	...do. (1198)		6 (1198)	
Nebraska	1890	1885-1901		5 (VIII, 11)	Board consists of attorney-general, secretary of state, auditor, treasurer, and commissioner of public lands and buildings, ex officio (VIII, 11).		2 (C.V, 1)	
	1901 1902			R. (403)	Repealed (403)		R. (403)	

of commission—Continued.

CONDITIONS OF APPOINTMENT.				PRIVILEGES.			State or Territory.	
Legal qualifications of commissioners.	If bonds required, what amount?	Are commissioners forbidden to hold railroad stock, accept gifts, solicit or receive appointments for others from railroads, etc.?	Must commissioners take an oath of office?	Commissioners ride free when on duty.	Officers and employees ride free when on duty.	Railroads must not obstruct commissioners in the performance of their duties.		Officers and assistants allowed.
Must not be interested in any railroad (1024); must be at least 25 years old (1024). Must not be interested in any railroad (C. 209).		1024	1024			1028	Clerks (90-27).....	Kentucky.
.....do.....		832	822			828	Above repealed (93-734); secretary (822). do.	
.....do.....		832	822			828		
Must not be interested in any railroad (C. 288).							Secretary (C. 288).	Louisiana.
.....do.....							do.	
Chairman must be a lawyer, one must be a civil engineer and one a railroad man (113).							Clerk (113); mechanical expert (113).	Maine.
.....do.....							Assistant clerk (278). do.	
Must not be interested in any railroad (9).		9	9	10	10		Clerk (9); accountant (11).	Massachusetts.
.....do.....							Railroad inspectors, not exceeding one per 100 miles of railroad (535). Assistant clerk (313). In addition to above, experts to appraise value of railroad property when stock or bond issue is proposed (243).	
.....do.....		9	9	10	10			
Must not be interested in any railroad (3286).	\$10,000 (3288)	3286	3288				Deputy (Sup. 3289); mechanical engineer (Sup. 3289). do. (5210).	Michigan.
.....do. (5207)	\$10,000 (5209)	5207	5209					
No more than two from one political party (387); must not be interested in any railroad (387); must not engage in any other business (387). Third provision, above, repealed (216); must not be interested in any common carriers, or employed by them (216). First two provisions in 1890 repealed (36).	\$20,000 (387)		387	387			Secretary (397); any other assistants (397).	Minnesota.
.....do.....	\$20,000 (387)		387	387			do.	
Must not be interested in any railroad, etc. (4273).	\$10,000 (4275)	4274	4275	4319	4319	4285	Secretary (4276)	Mississippi.
.....do.....	\$10,000 (4275)	4274	4275	4319	4319	4285	do.	
Must not be interested in any railroad (2678).	\$20,000 (2687)	2678				2646	Secretary (2688)	Missouri.
.....do. (1198)	\$20,000 (1207)	1198				1143	do. (1208).	
							Three secretaries (VIII, 11).	Nebraska.
							Repealed (403).	

Table II.—ORGANIZATION OF

B.—Composition

State or Territory.	Year.	WHEN CREATED.		HOW COMPOSED.			TERM OF OFFICE.	
		Dates of first commission.	Date of present commission.	Number.	How chosen.	Presiding officer, and how chosen.	Number of years.	Do commissioners retire successively?
New Hampshire...	1890	1844	1844	3 (428)	Appointed by governor (429).	Chairman, by commission (429).	3 (429)	One retires each year (429).
	1902			3 (428)	do.	do.	3 (429)	do.
New York.....	1890	1856-1857	¹ 1883	3 (353-1)	Appointed by governor (353-1).		5 (353-1)	
	1891 1902			3 (R 150)	do. (R 150)	President (R 164). do.	5 (R 150)	
North Carolina....	1890							
	1891	1891-1899		3 (275)	Elected by general assembly (275).	Chairman, by general assembly (276).	6 (275)	One retires every two years (275).
	1899 1902			R. (658)	Repealed (658)	Repealed (658)	R. (658)	Repealed (658)
North Dakota	1890	1885c	1889	3 (C. 82)	Elected by people (C. 82).	President, by commission (3003).	2 (C. 82)	
	1897 1902			3 (C. 82)	do.	do.	2 (C. 82)	
Ohio.....	1890	1867	1867	1 (245)	Appointed by governor (245).		2 (245)	
	1902			1 (245)	do.		2 (245)	
Oregon	1890	1887-1898		3 (4002)	Elected by legislature (4003).		2 (4003)	
	1898 1902			R. (4, 24)	Repealed (4, 24)		R. (4, 24)	
Rhode Island.....	1890	1844-1868	1872	1 (597)	Appointed by governor (597).		3 (597)	
	1899 1902			1 (597)	do.		3 (597)	
South Carolina	1890	1878	1878	3 (1626)	Appointed by governor (82-12).		6 (1626)	One retires every two years (1626).
	1892				Elected by people (1626).			
	1902			3 (1626)	do.		6 (1626)	do.
South Dakota.....	1890	² 1885	1889	3 (137, 89-110)	Appointed by governor (137; 89-110).		2 (137; 89-110)	
	1893			3 (136)	Elected from districts by people of the whole State (136).		2 (136)	
	1897						6 (111)	One retires every two years (111)
	1902			3 (136)	do.		6 (111)	do.

¹ Law passed in 1882.² Territorial commission.

RAILROAD COMMISSIONS—Continued.

of commission—Continued.

CONDITIONS OF APPOINTMENT.				PRIVILEGES.			Officers and assistants allowed.	State or Territory.
Legal qualifications of commissioners.	If bonds required, what amount?	Are commissioners forbidden to hold railroad stock, accept gifts, solicit or receive appointments for others from railroads, etc.?	Must commissioners take an oath of office?	Commissioners ride free when on duty.	Officers and employees ride free when on duty.	Railroads must not obstruct commissioners in the performance of their duties.		
Must not be interested in any railroad (428); no more than two from one political party (428).				429	429		Clerk, who is one of the commissioners (429).	New Hampshire.
do.				429	429		do.	
One must be a man experienced in railroad business (353-1); must not be interested in any railroad (353-1); must not be engaged in any other business (353-1; omitted in railroad law).		353-14		353-12	353-12	353-7	Secretary (353-1); inspector (359); marshal (353-1); accountant (359).	New York.
do. (R 150, 154).		R 168		R 169	R 169	R 163	do. (R 152-3); also inspector of electric railways (R 153).	
Must not be interested in any railroad, steamboat, telegraph, etc., company (275). Repealed (658).		275	275			275	Clerk (275).	North Carolina.
		R. (658)	R. (658)			R. (658)	Repealed (658).	
Must not be interested in any railroad (3004).	\$10,000 (3005)		3005	3007	3007		Secretary (3003)	North Dakota.
do.	\$10,000 (3005)		3005	244 244	244 244	223 223	do.	
Must not be interested in any railroad, etc. (245).	\$5,000 (246)			250			Clerk (249)	Ohio.
do.	\$5,000 (246)			250			Also inspector of automatic couplers, air brakes, and automatic train brakes (H. B. 311).	
Must not be interested in any railroad (4004); no more than two from one political party (4002). Repealed (4, 24).	\$10,000 (4006)		4006	4024	4024		Clerk (4005)	Oregon.
	R. (4, 24)		R. (4, 24)	R. (4, 24)	R. (4, 24)		Repealed (4, 24).	
							Deputy (ch. 679). do.	Rhode Island.
Members of legislature not eligible (82-14); must not be interested in any railroad (1626). First provision above repealed (1626).		1626	1626	1626	1626	1641	Secretary (1627)	South Carolina.
do.			1626	1626	1626	1641	do.	
Must not be interested in any railroad, etc. (137; 89-110). Repealed (136).	\$10,000 (143)		143	89-110		144	Secretary (89-110)	South Dakota.
	\$5,000 (136)		136					
				110	110			
	\$5,000 (136)		136	110	110	144	do.	

Table II.—ORGANIZATION OF

B.—Composition

State or Territory.	Year.	WHEN CREATED.		HOW COMPOSED.			TERM OF OFFICE.	
		Dates of first commission.	Date of present commission.	Number.	How chosen.	Presiding officer, and how chosen.	Number of years.	Do commissioners retire successively?
Tennessee.	1890							
	1897	1888-1884	1897	3 (113)	Elected by people from grand divisions of State (113).	Chairman, by commission every two years (114).	6 (113)	One retires every two years (113).
Texas.	1902			3 (113)	do.	do.	6 (113)	do.
	1890							
	1891	1891	1891	3 (1; C. XVI, 30)	Appointed by governor (1).	Chairman, by commission (2).	2 (1)	
	1896				Elected by people (C. XVI, 30).		6 (C. XVI, 30)	One retires every two years (C. XVI, 30).
	1902			3 (1; C. XVI, 30)	do.	do.	6 (C. XVI, 30)	do.
Vermont.	1890	1855	1855	3 (3977)	Appointed by governor (3977).		2 (3977)	
	1902			3 (3977)	do.		2 (3977)	
Virginia.	1890	1877	1877	1 (1298)	Elected by legislature (1298).		2 (1298)	
	1902			1 (1298)	do.		2 (1298)	
Wisconsin.	1890	1874	1874	1 (128)	Elected by people (128).		2 (128)	
	1902			1 (128)	do.		2 (128)	

RAILROAD COMMISSIONS—Continued.

of commission—Continued.

CONDITIONS OF APPOINTMENT.				PRIVILEGES.			Officers and assistants allowed.	State or Territory.
Legal qualifications of commissioners.	If bonds required, what amount?	Are commissioners forbidden to hold railroad stock, accept gifts, solicit or receive appointments for others from railroads, etc.?	Must commissioners take an oath of office?	Commissioners ride free when on duty.	Officers and employees ride free when on duty.	Railroads must not obstruct commissioners in the performance of their duties.		
Must not be interested in any railroad (115); must not hold any other office (115); must not engage in any business inconsistent with duties as commissioner (115).	\$20,000 (115)	115		116		119	Secretary (114).	Tennessee.
do.	\$20,000 (115)	115		116		119	do.	
Must not be interested in any railroad (1).			1				Secretary (2); two clerks (2).	Texas.
do.			1				do.	
Must not be interested in any railroad (3980).		3980	3978	3984	3984	3986	Clerk (3978); engineer, accountant, or other expert (3984).	Vermont.
do.		3980	3978	3984	3984	3986	do.	
Must not be interested in any railroad (1298).			1298	1313			Clerk (1298).....	Virginia.
do.			1298	1313			do.	
Must not be interested in any railroad (1793).	\$20,000 (1793)		1793	1797	1797		Deputy (1793).....	Wisconsin.
do.	\$20,000 (1793)		1793	1797	1797		do.	

Table II.—ORGANIZATION OF RAILROAD COMMISSIONS—Continued.

C.—Salaries and peculiar statutory provisions.

State or Territory.	Year.	Amounts of salaries, per year.	How salaries are paid.	Laws of organization peculiar to a few States.
Alabama	1890	President, \$3,500 (3486); associates, \$3,000 each (3486); clerk, \$1,500 (3486).	From State treasury, but railroads are taxed according to gross earnings to pay all the commissioners' expenses (3489).	Commissioners may be impeached (3485). Office expenses not to exceed \$500 a year (3486).
	1902	.....do .....	.....do	do.
Arizona	1890	Each commissioner, \$5 per day of service, not to exceed sixty days a year (138); secretary, \$5 per day of service + \$100 per year (138). Repealed (3)	By Territory (138).	
	1891			
	1895		Repealed (3).	
	1902	.....do .....	.....do	
Arkansas	1890	Each commissioner, \$2,500 (84), and necessary traveling expenses (86); secretary, \$1,500 (85), and necessary traveling expenses (86). .....do	By State (84, 86)	Commissioners are, ex officio, members of the State board of construction (S. L., 197-94).
	1899			
	1902		.....do	do.
California	1890	Each commissioner, \$4,000 (491), and traveling expenses other than transportation (491); secretary, \$2,400 (491); bailiff, \$1,200 (491). .....do	By State (491)	Expenses, aside from salaries, not to exceed \$150 per month (491).
	1902		.....do	do.
Colorado	1890	Commissioner, \$3,600 (3724); secretary, \$1,800 (3724).	By State, quarterly (3724).	
	1902	.....do	do.	
Connecticut	1890	Each commissioner, \$3,000 (3706); chief clerk, \$1,800 (3706).	Monthly (3704), from State treasury (3418), but railroads are taxed according to length of main line to pay all expenses of commission (3418).	
	1898	.....do	Expenses incurred in supervising street railways are apportioned among them according to length of line (395).	
	1901	.....do	All expenses apportioned among railroads and street railways according to valuation of property for taxation (1333).	
	1902	.....do	do.	
Florida	1890	Each commissioner, \$2,500 (2282), and railroad fare (2282); secretary, \$1,200 (2283), and railroad fare (2283). Repealed (109)	By State (2282-3).	
	1891	.....do	Repealed (109).	
	1897	Each commissioner, \$2,500 (83), and railroad fare (83); secretary, \$1,200 (85).	Quarterly, by State (83)	All expenses of commission not to exceed \$15,000 per year (83); temporary commission appointed by governor was to consist of one lawyer, one business man, and one farmer (82).
	1902	.....do .....	.....do	do.
Georgia	1890	Each commissioner, \$2,500 (2185); secretary, \$1,200 (2186).	By State (2185-6).	
	1902	.....do	do.	
Illinois	1890	Each commissioner, \$3,500 (129); secretary, \$1,500 (129).	Quarterly, by State (129)	Expenses, aside from salaries, not to exceed \$800 per year (129).
	1902	.....do. (170) .....	.....do. (170)	do. (170).
Iowa	1890	Each commissioner, \$2,200 (2121); secretary, \$1,500 (2121).	By State (2121).	
	1902	.....do	do.	
Kansas	1890	Each commissioner, \$3,000 (69-7); secretary, \$1,500 (69-7).	By State (69-7).	
	1898	Repealed (91)	Repealed (91).	
	1901	Each commissioner, \$2,500 (518); secretary, \$1,500 (518); stenographer, \$1,200 (518).	By State (518).	
	1902	.....do	do.	
Kentucky	1890	Each commissioner, \$2,000 (1025); allowance for clerk hire, \$2,000 (90-27).	By State (1025; 90-27).	
	1893	Above repealed (93-734); each commissioner, \$2,000 (822); secretary, \$1,200 (822).	By State (822).	
	1902	.....do	do.	
Louisiana	1890	Each commissioner, \$3,000 (C. 287), and traveling expenses (C. 287); secretary, \$1,500 (C. 283), and traveling expenses (C. 283). .....do	By State (C. 283; 287.)	
	1896			
	1902		do.	

¹ But in 1891, 1893, and 1895 the legislature appropriated only \$2,500, and in 1897 only \$2,000, for salary of each commissioner.

Table II.—ORGANIZATION OF RAILROAD COMMISSIONS—Continued.

C.—Salaries and peculiar statutory provisions—Continued.

State or Territory.	Year.	Amounts of salaries, per year.	How salaries are paid.	Laws of organization peculiar to a few States.
Maine	1890	Each commissioner, \$2,000 (113); clerk, \$1,200 (113).	Railroads are taxed according to gross receipts from transportation to pay all of commission's expenses (111).	
	1891	Chairman's increased to \$2,500 (113); clerk's increased to \$1,500 (113).		
	1901	Assistant clerk, \$1,200 (278).		
	1902	.....do	do.	
Massachusetts	1890	Chairman, \$4,000 (10); each associate, \$3,500 (10); clerk, \$2,500 (10); accountant, \$2,500 (11).	From State treasury, but railroads are assessed according to gross earnings to pay all expenses of commission (12).	
	1894	Inspectors, \$1,500 each (535).....	do. (535).	
	1895	Assistant clerk, \$1,200 (313).		
	1900	Chairman, \$5,000 (350); each associate, \$4,000 (350).		
	1902	Each inspector, \$2,000 (230); others same as above.	do.	
Michigan	1890	Commissioner, \$2,500 (Sup. 3289); deputy, \$1,500 (Sup. 3289); mechanical engineer, \$1,500 (Sup. 3289).	Monthly, by State (3290, Sup. 3289)...	Deputy and mechanical engineer are appointed by commissioner, with consent of governor (Sup. 3289); mechanical engineer must have had ten years' experience in railroad business (Sup. 3289).
	1902	.....do. (5210) .....	.....do. (5210, 5211)	do. (5210.)
Minnesota	1890	Each commissioner, \$3,000 (397); secretary, \$1,800 (397).	By State	Secretary must not be interested in any railroad (397), must take an oath of office (397), and give bonds for \$10,000 (397).
	1902	.....do	do.	do.
Mississippi	1890	Each commissioner, \$2,000 (3952; 3956); secretary's salary not specified.	Monthly, by State (3952)	Deductions are made from commissioner's salary for absence from any regular meeting of commission (3959).
	1902	Clerk, \$1,200 (159)	do.	do.
Missouri	1890	Each commissioner, \$3,000 (2688); secretary, \$1,500 (2688).	Monthly, by State (2688)	Commission may be mandamus to perform duty, and punished for neglect (2657).
	1902	.....do. (1208)	do. (1208)	do. (1164).
Nebraska	1890	Members of board receive nothing in addition to their salaries as public officers; secretaries, \$2,000 each (VIII, 11).	By State (VIII, 11)	Secretaries must not be interested in any railroad, etc. (VIII, 11); not more than two may be chosen from any one political party (VIII, 11); each must give bonds for \$10,000 (VIII, 11).
	1901 1902	Repealed (403)	Repealed (403)	Repealed (403).
New Hampshire	1890	Chairman, \$2,500 (429); clerk, \$2,200 (429); other commissioner, \$2,000 (429).	Quarterly, from State treasury (429), but railroads are assessed according to gross receipts to pay all expenses of commission (429).	
	1902	.....do	do.	
New York	1890	Each commissioner, \$8,000 (353-12); secretary, \$4,000 (353-12); marshal, \$1,500 (353-12); accountant, \$3,000 (359); inspector, \$3,000 (359).	Quarterly, from State treasury (353-12), but railroads are assessed to pay total expenses of commission, one-half in proportion to net income and one-half in proportion to length of line and branches (353-18).	Inspector must be a civil engineer (359); marshal must attend at the offices and at meetings, serve papers, notices, etc. (353-1); commissioners and employees forbidden to secretly reveal information gained from one railroad to another (353-14).
	1900	Secretary's salary raised to \$6,000 (R 169), others remaining the same (R 169); inspector of electric railways, \$3,000 (R 169).		
	1902	.....do	do. (R 169, 170)	do. (R 153, R 152, R 168).
North Carolina	1890			
	1891	Each commissioner, \$2,000 (276) and traveling expenses (287); clerk, \$1,200 (276).	Quarterly, by State (276).	
	1893	Commission may raise clerk's salary not more than \$300 (239).		
	1895	Salaries of each commissioner reduced to \$1,500 (184).		
	1899	Repealed (658)	Repealed (658).	
	1902			
North Dakota	1890	Each commissioner, \$2,000 (3006); secretary, \$1,000 (3006).	By State (3006).	
	1897	Each commissioner, \$1,200 (246); secretary, \$1,000 (246).		
	1902	.....do	do.	

RAILWAYS IN THE UNITED STATES IN 1902.

Table II.—ORGANIZATION OF RAILROAD COMMISSIONS—Continued.

C.—Salaries and peculiar statutory provisions—Continued.

State or Territory.	Year.	Amounts of salaries, per year.	How salaries are paid.	Laws of organization peculiar to a few States.
Ohio.....	1890	Commissioner, \$2,000 (1284); clerk's salary not specified.		
	1894	.....do.....	All expenses of commissioner and office to be borne by railroads according to gross earnings from operation (250).	Total expenses of commissioner's department not to exceed \$15,000 (250-2).
	1902	Inspector of automatic couplers, etc., \$1,500 (H. B. 311).	.....do.....	do.
Oregon.....	1890	Each commissioner, \$2,500 (4007); clerk, \$2,000 (4007).	Quarterly, by State (4007).	
	1898	Repealed (4, 24)	Repealed (4, 24).	
	1902	.....do.....	.....do.....	
Rhode Island.....	1890	Commissioner, \$1,000 (1055), with traveling and personal expenses (1055).	By State (1055).	
	1899	Deputy paid by commissioner any amount agreed on by them (ch. 679).	.....do.....	Governor, on recommendation of commissioner, may appoint deputy to do commissioner's work in his absence from State (ch. 679).
	1900	Commissioner, \$2,500 (ch. 754); deputy, \$500 (ch. 754).	All expenses of commissioner to be borne by railroads, steam or otherwise, one-half in proportion to length of line in State, and one-half according to gross receipts proportioned to mileage in State (ch. 754).	Expenses of commissioner, including salary, not to exceed \$4,000 per year (ch. 754).
	1902	.....do.....	.....do.....	do.
South Carolina.....	1890	Each commissioner, \$2,100 (1626); secretary, \$1,200 (1627).	All expenses of commission are to be borne by railroads, according to gross income proportioned to mileage in State (1628).	Expenses of commission, exclusive of salaries, not to exceed \$500 per year (1627).
	1898	.....do.....	Express companies and telegraph companies to share expenses of commission according to gross earnings (781).	
	1902	.....do.....	.....do.....	do.
South Dakota.....	1890	Each commissioner, \$2,000 (142; 89-110); secretary, \$1,500 (142; 89-110).	By State (142, 89-110).	
	1893	Each commissioner, \$1,500 (136); secretary, \$800 (136).		
	1899	Each commissioner, \$1,500 (126); secretary, \$1,200 (126).		
	1902	.....do.....	do.	
Tennessee.....	1890	.....do.....		
	1897	Each commissioner, \$2,000 (114), and traveling expenses (114); secretary, \$1,500 (114), and traveling expenses (114).	Quarterly, by State (114).	
	1902	.....do.....	do.	
Texas.....	1890	.....do.....		
	1891	Each commissioner, \$4,000 (1); secretary, \$2,000 (2); each clerk, \$1,500 (2); all traveling expenses of commission and employees to be paid by State (2).	By State (1, 2).	
	1902	.....do.....	do.	
Vermont.....	1890	Each commissioner \$8, and clerk \$5, per day of service, besides necessary expenses when away from home (5832).	By State (5832).	
	1896	Each commissioner \$4, and necessary expenses, per day of service (90); chairman receives \$300 per year additional (90).		
	1898	96-90 repealed (101); chairman, \$6; associates, \$5; and clerk, \$5, per day when actually employed; also necessary expenses (101).		
	1902	.....do.....	do.	
Virginia.....	1890	Commissioner, \$2,500 (1311); clerk, \$1,200 (1311).	Railroads are assessed according to gross income to pay all commissioner's expenses (1312).	Commissioner has an office, and is allowed \$500 per year for experts, maps, books, etc. (1311).
	1902	.....do.....	.....do.....	do.
Wisconsin.....	1890	Commissioner, \$3,000 (170), and \$3 per day when traveling (1797); deputy, \$1,750 (170).	Monthly, from State treasury (170).	
	1899	Amends 1797: commissioner and deputy receive, besides their salaries, all expenses incurred in performance of duty (591).		
	1902	.....do.....	do.	

EXPLANATORY NOTE.

Table III is devoted to the subject of the duties which have been imposed by statute upon railroad commissions.

Part A deals with supervisory duties—in general, relative to construction, maintenance, and operation, relative to business management, and relative to meetings and proceedings. The number of provisions of law respecting supervisory duties is very small. This is no doubt due partly to the fact that many functions which may be considered duties of railroad commissions are provided for under the guise of powers. Only duties of a general character are apt to be expressed as duties.

Part B deals with duties in regard to commissions' reports. These reports are made annually in all but five States, and in the majority of cases are made to the governor, although in nine States they are to be addressed to the legislature.

The figures in the body of the following table indicate that the State in question has a statute conforming to the statement made in the boxing of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

C Constitution.
C. C Criminal Code.
P. C Penal Code.
C. C. P. . Code of Civil Procedure.
S. L. Session Laws. References to Session Laws are to pages, except where indicated by ch. (chapter).
R Repealed.

Table III.—DUTIES OF

A.—Supervisory

State or Territory.	Year.	IN GENERAL.						RELATIVE TO CONSTRUCTION, MAINTENANCE, AND OPERATION.	
		To hear complaints.	To investigate cases when called on by towns, individuals, etc.	To discover violations of railroad laws.	If to visit each county in which a station is located, how often?	If to inspect each railroad, how often?	To notify railroads of violation or neglect of law, and, if offense continues, to report to attorney-general or other officer.	To notify railroads of desirable changes, repairs, and improvements and report recommendations to legislature or governor.	To notify railroads of unsafe condition or operation.	If to inspect roadbed, bridges, etc., how often?
Alabama.....	1890							3494	
	1902							3494	
Arizona.....	1890								
	1891	139	139						
	1895	R. (3)	R. (3)						
	1902								
Arkansas.....	1890								
	1899	91							
	1902	91							
California.....	1890								
	1902								
Colorado.....	1890			3726		At discretion (3726).			At discretion (3726).
	1902			3726		do.			do.
Connecticut.....	1890			3422		Twice a year (3422).		3422; 3423	
	1901					Once a year (1330).			
	1902			3422		do.		3422; 3423	
Florida.....	1890								
	1891								
	1897					At discretion (87).			
	1902					do.			
Georgia.....	1890								
	1902								
Illinois.....	1890		136; 151	151		Twice a year (136).			Twice a year (136).
	1891								
	1902		177; 130	130		do. (177).			do. (177).
Iowa.....	1890	2117; 2134	2117; 2134	2112		At discretion (2113).		2113	Twice a year (2113).
	1902	2117; 2134	2117; 2134	2112		do.		2113	do.
Kansas.....	1890		69-8	69-8		At discretion (69-8).	69-18		
	1898		R. (91)	R. (91)		Repealed (91)	R. (91)		
	1901	525	525	519		From time to time (519).	520	520	
	1902	525	525	519		do.	520	520	
Kentucky.....	1890	1028	1027			At discretion (1027).			
	1893	R. (93-734)	R. (93-734)			Repealed (93-734).			
	1902								
Louisiana.....	1890								
	1902								
Maine.....	1890					Annually (114).		114	
	1891								
	1902					do.		114	
Massachusetts.....	1890						15	16	
	1897	361						361	361
	1902	361					15	361	361
Michigan.....	1890		3298; 3303	3295	Annually (3303).				3298 Annually (3303; 3295; 3308).
	1902		5219; 5224	5216	Annually (5224).				5219 Annually (5219; 5224; 5216; 5229).

STATE RAILROAD COMMISSIONS.

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RAILROAD COMMISSIONS.

duties.

RELATIVE TO CONSTRUCTION, MAINTENANCE, AND OPERATION.			RELATIVE TO BUSINESS MANAGEMENT.			RELATIVE TO MEETINGS AND PROCEEDINGS.			State or Territory.
To inspect equipment.	To inspect operation.	To investigate fatal or serious accidents.	To inspect financial management, books, papers, etc.	To discover violations of laws concerning extortion and discrimination.	To investigate reasonableness of interstate rates, and treatment of citizens of State in interstate commerce.	To hold meetings at least how often?	To keep a record of findings, orders, etc.	To keep a docket of complaints and petitions.	
						Monthly (3487) ..	3487		Alabama.
						do ..	3487		
				139 R. (3)					Arizona.
									Arkansas.
						Monthly (491) ..	491		California.
						do ..	491		
3726	3726		3726						Colorado.
3726	3726		3726						
							3417		Connecticut.
							3417		
					2306 R. (109)				Florida.
			87		86				
			87		86				
					2202-5 2202-5				Georgia.
	Sup. 87, p. 444..		136	151					Illinois.
		177a	177	130					
2113	2113								Iowa.
2113	2113								
69-5	69-5						69-5		Kansas.
R. (91) 519	R. (91) 519						R. (91) 518		
							518		
									Kentucky.
					826				
					826				
									Louisiana.
		126							Maine.
		R. ([16])							
		18	21; 22						Massachusetts.
361		361	21; 22						
361		361							
3303	3303		3295	3295			3209		Michigan.
5224	5224		5216	5216			5230		

Table III.—DUTIES OF RAIL-

A.—Supervisory

State or Territory.	Year.	IN GENERAL.							RELATIVE TO CONSTRUCTION, MAINTENANCE, AND OPERATION.	
		To hear complaints.	To investigate cases when called on by towns, individuals, etc.	To discover violations of railroad laws.	If to visit each county in which a station is located, how often?	If to inspect each railroad, how often?	To notify railroads of violation or neglect of law, and, if offense continues, to report to attorney-general or other officer.	To notify railroads of desirable changes, repairs, and improvements and report recommendations to legislature or governor.	To notify railroads of unsafe condition or operation.	If to inspect roadbed, bridges, etc., how often?
Minnesota	1890	387; 389			Annually (388).	At discretion (388).				
	1902	387; 389			do	do				
Mississippi	1890				Annually (4332).	Annually (4316).				
	1902				do	do				
Missouri	1890	2646	2646; 2684	2639; 2571		At discretion (2685).				At discretion (2684).
	1891									
	1902	1143	1143; 1204	1136; 1064		do, (1205)				do, (1204).
Nebraska	1890	VIII, 17		VIII, 17		At discretion (VIII, 17).				
	1901	R. (403)		R. (403)		Repealed (403)				
	1902									
New Hampshire ..	1890					Annually (430).				At discretion (430).
	1902					do				do
New York	1890						353-5	353-6		
	1902						R 160	R 161		
North Carolina	1890									
	1891									
	1899									
	1902									
North Dakota	1890	3037			3035					
	1897		224	221		At discretion (221).		224		
	1902	3037		221	3035	do		224		
Ohio	1890		248	248						
	1902		248	248						
Oregon	1890					At discretion (4012).				
	1891									
	1898					Repealed (4, 24).				Twice a year (p. 1972).
	1902									Repealed (4, 24).
Rhode Island	1890									
	1902									
South Carolina	1890	1633	1633							
	1902	1633	1633							
South Dakota	1890			138		At discretion (138).				
	1895	158	158							
	1897						110	110		
	1902	158	158	138		138	110	110		
Tennessee	1890									
	1897			124						
	1902			124						
Texas	1890									
	1891			21						
	1902			21						
Vermont	1890					At discretion (3992).	3993	3993		
	1902					do	3993	3993		
Virginia	1890	1302	1302				1300	1302		
	1892			1297a			R.			
	1902	1302	1302	1297a				1302		
Wisconsin	1890			1794		At discretion (1794).				
	1902			1794		do				

ROAD COMMISSIONS—Continued.

duties—Continued.

RELATIVE TO CONSTRUCTION, MAINTENANCE, AND OPERATION.			RELATIVE TO BUSINESS MANAGEMENT.			RELATIVE TO MEETINGS AND PROCEEDINGS.			State or Territory
To inspect equipment.	To inspect operation.	To investigate fatal or serious accidents.	To inspect financial management, books, papers, etc.	To discover violations of laws concerning extortion and discrimination.	To investigate reasonableness of interstate rates, and treatment of citizens of State in interstate commerce.	To hold meetings at least how often?	To keep a record of findings, orders, etc.	To keep a docket of complaints and petitions.	
							387		Minnesota.
							387		
		4308				Semimonthly (4277).	4277	4280	Mississippi.
		4308				do	4277	4280	
			2685				2648		Missouri.
			1205		1199 1199		1145		
			VIII, 12 R. (403)				VIII, 17 R. (403)		Nebraska.
430	430	430	430						New Hampshire.
430	430	430	430						
						Monthly (353-2). do. (R 155)			New York.
									North Carolina.
					279 R. (658)				
									North Dakota.
							233-4; 238; 240 233-4; 238; 240		
									Ohio.
		4019				Monthly (4009).	4014		Oregon.
		R. (4, 24)				Repealed (4, 24).	R. (4, 24)		
		597 597							Rhode Island.
		1634 1634	1643 1643						South Carolina.
									South Dakota.
						Monthly (158).			
						do	110 110		
									Tennessee.
					121 121		116 116		
					12 12				Texas.
		3998							Vermont.
		3998							
		1303							Virginia.
		1303							
1794	1794		1794						Wisconsin.
1794	1794		1794						

Table III.—DUTIES OF RAIL-

B.—In regard to reports; and

State or Territory.	Year.	Shall com- mission re- port?	How often?	To whom?	IMPORTANT ITEMS PRESCRIBED BY LAW.			
					Does the law specify cer- tain details to be in- cluded in the report?	Recommend- ations of new or altered leg- islation.	Failure of railroads to comply with orders or rec- ommenda- tions.	Information concerning fatal or serious acci- dents.
Alabama	1890	3503	Annually (3503)	Governor (3503)		3503		
	1902	3503	do	do		3503		
Arizona	1890							
	1891	138	Annually (138)	Governor (138)	139	138		
	1895	R. (3)	Repealed (3)	Repealed (3)	R. (3)	R. (3)		
	1902							
Arkansas	1890							
	1899	97	Annually (97)	Governor (97)		97		
	1902	97	do	do		97		
California	1890	C. XII, 22	Annually (C. XII, 22)	Governor (C. XII, 22)				
	1902	C. XII, 22	do	do				
Colorado	1890	3731	Annually (3731)	Governor (3731)	3726	3731		
	1902	3731	do	do		3731		
Connecticut	1890	3432	Biennially (3432)	General assembly (3432)	3432	3432	3569	
	1897							
	1901							
	1902	3432	do	do	3432	3432	3569	
Florida	1890	2297	Annually (2297)	Governor (2297)		2297		
	1891	R. (109)	Repealed (109)	Repealed (109)		R. (109)		
	1897	91	Annually (91)	Governor (91)		91		
	1902	91	do	do		91		
Georgia	1890	2201	Annually (2201)	Governor (2201)		2201		
	1902	2201	do	do		2201		
Illinois	1890	135	Annually (135)	Governor (135)		135		
	1902	176	do. (176)	do. (176)		176		
Iowa	1890	2114	Annually (2114)	Governor (2114)	2114	2114		
	1902	2114	do	do	2114	2114		
Kansas	1890	69-26	Annually (69-26)	Governor (69-26)	69-26	69-26	69-18	
	1898	R. (91)	Repealed (91)	Repealed (91)				
	1901	530	Annually (530)	Governor (530)	R. (91) 530	R. (91) 530	R. (91) 526	
	1902	530	do	do	530	530	526	
Kentucky	1890	1027	Annually (1027)	Governor (1027)		1027		
	1893	834	do. (834)	do. (834)		834		
	1902	834	do	do		834		
Louisiana	1890							
	1898							
	1902							
Maine	1890	114	Annually (114)	Governor (114)	126			126
	1902	114	do	do	126			126
Massachusetts	1890	13	Annually (13)	General court (13)	16	13	16	
	1902	13	do	do	16	13	16	
Michigan	1890	3294	Annually (3294)	Governor (3294)		3294		
	1899							
	1902	3294 (5215)	do. (5215)	do. (5215)		5215		
Minnesota	1890	396	Annually (396)	Governor (396)		396		
	1902	396	do	do		396		

ROAD COMMISSIONS—Continued.

peculiar statutory provisions.

To make report cover what besides railroads?	Special reports required.	Laws relating to duties of commissions peculiar to a few States.	State or Territory.
	To report to governor recommendations concerning repairs, improvements, and changes in rates or in operation (3494). do.		Alabama.
	To report to governor findings concerning extortion and discrimination (139). Repealed (3).		Arizona.
			Arkansas.
		Commission must furnish copies of all rates it fixes to railroads (491). do.	California.
			Colorado.
			Connecticut.
Street railways (1332). do.		Commission shall make assessment of railroads and franchises, to get maximum for capital stock of each railroad (812). do.	Florida.
		Commission is charged with duty of promoting competition (85). do.	Georgia.
Warehouses (135). do. (176).			Illinois.
	To report findings to governor (2117; 2134-7); to report to governor its recommendations concerning repairs, improvements, etc. (2113). do.		Iowa.
			Kansas.
		Duty of commission to prosecute railroads for violation of law (1027). Above repealed (93-734).	Kentucky.
			Louisiana.
			Maine.
	To report to attorney-general neglect of railroad to regard notice of violation of law (15); to report to general court its recommendations concerning changes, improvements, etc. (16). do.	Commission must make regulations regarding the transportation of explosives (102-62). do.	Massachusetts.
Railroad bridge companies, railroad tunnel companies, and union depot companies (3294; 3313; 3474). do. (5215; 6223; 6372)		Copies of commissioner's reports to be sent to leading railroad officials (69). do.	Michigan.
Warehouses (396). do.		Any one may make complaint to commission, or bring suit, but not both (389). do.	Minnesota.

Table III.—DUTIES OF RAIL-

B.—In regard to reports; and

State or Territory.	Year.	Shall com- mission re- port?	How often?	To whom?	Does the law specify cer- tain details to be in- cluded in the report?	IMPORTANT ITEMS PRESCRIBED BY LAW.		
						Recommen- dations of new or altered leg- islation.	Failure of railroads to comply with orders or rec- ommenda- tions.	Information concerning fatal or serious acci- dents.
Mississippi	1890	4333	Biennially (4333)	Legislature (4333)	4308	4333		4308
	1902	4333	do	do	4308	4333		4308
Missouri	1890	2682	Annually (2682)	Governor (2682)		2682		
	1893	1070	do. (1070)	do. (1070)		1070		
	1895							
	1902	1070	do. (1070)	do. (1070)		1070		
Nebraska	1890	V 20	Annually (VIII, 20) ..	Governor (VIII, 20) ..		VIII, 20		
	1901	R. (403)	Repealed (403)	Repealed (403)				
	1902							
New Hampshire ..	1890	432	Annually (432)	Legislature (432)		432		
	1902	432	do	do		432		
New York	1890	353-9	Annually (353-9)	Legislature (353-9) ..		353-9		
	1891				R 166			
	1902	353-9 (R 166)	do. (R 166)	do. (R 166)	R 166	R 166		
North Carolina	1890							
	1891	284	Annually (284)	Governor (284)		284		
	1902	R. (658)	Repealed (658)	Repealed (658)		R. (658)		
North Dakota	1890	3010	Annually (3010)	Governor (3010)	3010			
	1897	222	do. (222)	do. (222)	222	222	224	
	1902	222	do	do	222	222	224	
Ohio	1890	264	Annually (264)	Governor (264)		264		264
	1902	264	do	do		264		264
Oregon	1890	4011	Biennially (4011)	Legislature (4011) ..		4011		
	1898							
	1902	R. (4; 24)	Repealed (4; 24)	Repealed (4; 24)		R. (4; 24)		
Rhode Island	1890	598	Annually (598)	Legislature (598)		598		
	1902	598	do	do		598		
South Carolina	1890	1637	Annually (1637)	Legislature (1637) ..		1637		1637
	1902	1637	do	do		1637		1637
South Dakota	1890	140; 89-110	Annually (140; 89-110)	Governor (140; 89-110)	140	140; 89-110	189; 150	
	1895							
	1897						110	
Tennessee	1902	140; 89-110	do	do	140	140; 89-110	110	
	1890							
	1897	125	Annually (125)	Governor (125)		125		
Texas	1902	125	do	do		125		
Texas	1890							
	1891	12	Annually (12)	Governor (12)		12		
	1902	12	do	do		12		
Vermont	1890	3996	Biennially (3996) ..	Legislature (3996) ..		3996		
	1902	3996	do	do		3996		
Virginia	1890	1310	Annually (1310)	Governor (1310)		1310		1310
	1892	1297a	do. (1297a)	do. (1297a)		1297a		Repealed.
	1902	1297a	do	do		1297a		
Wisconsin	1890	1795	Biennially (1795)	Governor (1795)		1795		
	1902	1795	do	do		1795		

ROAD COMMISSIONS—Continued.

peculiar statutory provisions—Continued.

To make report cover what besides railroads?	Special reports required.	Laws relating to duties of commissions peculiar to a few States.	State or Territory.
		In visiting each county commission must inquire into needs of community (4332). do.	Mississippi.
Warehouses (5649).....			Missouri.
do. (7667).....		Law requiring commission to appoint an inspector of melons, repealed in 1899. Repealed.	Nebraska.
			New Hampshire.
			New York.
			North Carolina.
	Report recommendations biennially to legislature (3011). do.		North Dakota.
Telegraphs (264).....	Must report to legislature or governor when "differences have arisen between citizens of the State and railroads" (248a). do.		Ohio.
do.....	Must report its recommendations to railroads, with railroads' action thereon (4018). Repealed (4; 24).		Oregon.
			Rhode Island.
			South Carolina.
		Commissioner may be punished by fine or imprisonment, or both, for neglect of duty (158). Willful neglect of duty makes commissioner liable to forfeiture of office (110). do.	South Dakota.
		Commission shall confer with other State commissions as to uniformity in railroad regulation. do.	Tennessee.
		Commission shall enforce all railroad laws (21). do.	Texas.
			Vermont.
	Commissioner must report to board of public works when railroad ignores his recommendations (1302).		Virginia.
do.....		Commissioner shall annually publish laws governing common carriers, and furnish enough copies to each railroad to post one in each station (1297a). do.	Wisconsin.
		Commissioner shall direct printing of railroad map every two years (1766). do.	

EXPLANATORY NOTE.

Table IV deals with the powers of railroad commissions. These powers are defined in greater or less detail in all the commission laws.

Part A deals with powers relative to conditions of business administration—in regard to proceedings, in regard to rates, over business management, over accounts, and over reports of railroads. The most significant point in this connection pertains to power of commissions over rates, and extended comment thereon may be found in the text preceding the tables.

Part B is devoted to the powers of railroad commissions over matters of construction, maintenance, and technical operation in general, and in regard to roadway, crossings, stations, and trains. Although a study of the laws of all the States discloses a large number of details, a comparatively small number has been the subject of legislation in any one State.

The figures in the body of the following table indicate that the State in question has a statute conforming to the statement made in the boxing of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

C.....Constitution.

C. C.....Criminal Code.

P. C.....Penal Code.

C. C. P...Code of Civil Procedure.

S. LSession Laws. References to Session Laws are to pages, except where indicated by ch. (chapter).

RRepealed.

Table IV.—POWERS OF RAIL-

A.—Powers relative to conditions of

State or Territory.	Year.	In regard to proceedings.	IN REGARD TO RATES.							
			Commission must make schedules for each railroad and revise same from time to time.				Commission may make any or all rates for any railroads, and revise same from time to time.			
			Freight.	Passenger.	Cars.	Other services.	Rates for separate railroads.			
							Freight.	Passenger.	Cars.	Other services.
Alabama	1890	May hear complaints and try cases (3492), summon and examine witnesses, and administer oaths (3501).	3491	3491	3491	3491				
	1902	do	3491	3491	3491	3491				
Arizona	1890	May hear and try cases (139), investigate complaints of extortion and unjust discrimination (139), and make rules and regulations for its own government (138). Repealed (3).								
	1891									
	1895 1902									
Arkansas	1890	May regulate its procedure (91), hear complaints (91), examine officers, agents, and employees (96), inspect books and papers (96), issue subpoenas and writs of attachment (97), punishing for contempt just as circuit court (97), have a seal (85), administer oaths (196), and make findings a public record (94).								
	1899		86	86		86				
	1902	do	86	86		86				
California	1890	Commission may hear complaints (C. XII, 22), which must be in writing (491), and may determine same (C. XII, 22); may issue subpoenas (491) and other necessary process (C. XII, 22), punishing for contempt of orders and processes like courts of record (C. XII, 22); may enforce its decisions and correct abuses through the courts (C. XII, 22); may employ all necessary means to carry into effect the jurisdiction conferred by the constitution (491); may administer oaths (C. XII, 22), use a seal (491), employ counsel to assist public prosecutors (491), and inspect books, papers, etc. (C. XII, 22).	C. XII, 22	C. XII, 22						
	1902	do	C. XII, 22	C. XII, 22						
Colorado	1890	May hear certain complaints (3737), and determine same (3737), subpoena witnesses (3733), examine officers, agents, and employees (3733), inspect books and papers (3733), administer oaths (3733), and use a seal (3741).								
	1902	do								
Connecticut	1890	May receive certain complaints (89-72), try the cases (89-72), examine witnesses (3430), and administer oaths (3430).								
	1902	do								

ROAD COMMISSIONS.

business administration.

IN REGARD TO RATES.					OVER BUSINESS MANAGEMENT.					State or Territory	
Commission may make any or all rates for any railroads, and revise same from time to time.					Procedure of commission in making, revising, or enforcing rates.	To publish contracts, etc., of railroads.	To permit parallel lines to consolidate.	To approve issues of stocks and bonds.	To approve contracts between railroads.		To supervise the interchange of traffic.
Joint rates.											
Freight.	Passenger.	Cars.	Other services.	Commission may divide joint rates among railroads.							
(1)	(1)	(1)	(1)		Commission must receive complaints against its rates, and may investigate same, giving notice to all parties concerned; must hear parties, in person or by counsel, and receive all evidence offered; may adopt its own forms of procedure (3492; see also 3460).	3500			3464	3467	Alabama.
					do.	3500			3464	3467	Arizona.
											Arkansas.
§195	§195	§195	§195		Before making or revising rates, commission must give railroads affected ten days' notice; allow them opportunity to be heard. Rates must be posted five days before effective. Commission must hear all complaints against its rates, allowing parties to appear in person or by attorney, and may regulate argument and procedure; may bring suit for penalty against any railroad violating its orders concerning rates (87; 93).						California.
§195	§195	§195	§195		do.						Colorado.
					Commission's rates are effective on twentieth day after service on railroad. Commission may bring suit for penalty against railroad violating its orders concerning rates (491). Commissioners' note to sec. 489, Civil Code of 1901, states that above section has been inoperative since the adoption of the constitution of 1879. Reenacted in 1901 (370).						Connecticut.
					do.						

¹ May "recommend" joint rates.

² Upon complaint, if railroads fail to make such rates.

Table IV.—POWERS OF RAIL-
A.—Powers relative to conditions of

State or Territory. Year.	In regard to proceedings.	IN REGARD TO RATES.							
		Commission must make schedules for each railroad and revise same from time to time.				Commission may make any or all rates for any railroads, and revise same from time to time.			
		Freight.	Passenger.	Cars.	Other services.	Rates for separate railroads.			
						Freight.	Passenger.	Cars.	Other services.
Florida.....	1890	Commission may consider cases (2298), issue subpoenas (2298), make findings (2298), and must consider protests of railroads against same (2289); may administer oaths (2291), employ counsel to assist prosecuting officers (2304), and publish any of its decisions (2303); secretary may serve its process (2298); commission may inspect books and papers (2291), and examine officers, agents, and employees (2291).							
	1891								
	1897	Repealed (109).....	R. (109) 85	R. (109) 85	R. (109) 85	R. (109) 85			
	1899	Commission is vested with judicial powers, to perform any function, duty, or power conferred upon it, to the exercise of which judicial power is necessary (92); commission may institute certain suits in its own name (88).							
	1902	do.....	85	85	85	85			
Georgia.....	1890	May issue subpoenas, which courts must enforce by writs of attachment (2210); may inspect books and papers (2192), examine officers, agents, and employees (2192), and administer oaths (2192), and may make rules and regulations concerning its examinations of railroads (2192).	2190	2190	2190	2189			
	1891	May hear complaints (2194).....							2206
	1896	May compel officers, agents, and employees to testify in cases of complaint concerning rebates and underbidding (57).							
	1902	do.....	2190	2190	2190	2189			2206
Illinois.....	1890	May hear complaints (136), subpoena witnesses (139), examine officers, agents, and employees (138), inspect books, accounts, etc. (138), enforce its orders through the courts (142), administer oaths (138), and employ counsel to assist prosecuting officers (151).	1152	1152	1152				
	1891	May use a seal (185a).							
	1902	do. (177; 180; 179; 183; 130; 185a)	1152	1152	1152				

¹ Maximum rates only.

ROAD COMMISSIONS—Continued.

business administration—Continued.

IN REGARD TO RATES.					OVER BUSINESS MANAGEMENT.					State or Territory.
Commission may make any or all rates for any railroads, and revise same from time to time.					To publish contracts, etc., of railroads.	To permit parallel lines to consolidate.	To approve leases of stocks and bonds.	To approve contracts between railroads.	To supervise the interchange of traffic.	
Joint rates.										
Freight.	Passenger.	Cars.	Other services.	Commission may divide joint rates among railroads.	Procedure of commission in making, revising, or enforcing rates.					
					Before fixing rates, commission must give notice, and hear all parties interested (2288). Within ten days after commission makes rate, railroad, or any person, may protest. Commission must fix date, within twenty days, and hear the complaint (2289-90). Commission may bring suit for an injunction, or other process, to enforce its rates (2304), or for penalty against railroad violating same (2293). Any railroad, or person, may bring suit in equity to test reasonableness of commission's rates. Such suits take precedence over all others, and are tried speedily and without usual pleadings, and do not stay commission's orders, unless so directed by the court (2305). Repealed (109). Same provisions as in 2288, above (86-7), and 2304 (93). Commission may enforce by suit for penalty (90). Commission may impose fine of 0-\$5,000 on railroad violating rates, after ten days' notice and a hearing (99-86). Before making joint rates, commission must give hearing to railroads, with thirty days' notice of rates (86). (Sec. 2304, supplemented by 99-92.)		2248	2292	2287	Florida.
85	85	85	85	85	do.		R. (109)	R. (109) 89	R. (109) 85	
85	85	85	85	85	do.			89	85	
2189	2189	2189	2189	2189	Before making joint rates, commission must give hearing to railroads, with thirty days' notice of rates (2189). Commission may enforce rate by suit for penalty against railroad violating same (2196).			2183		Georgia.
2189	2189	2189	2189	2189	do.			2193		
					Commission must furnish railroads with printed copies of schedules. (Sup. of 87, p. 445.) Commission may bring suits for penalty against railroads charging more than its rates (145; 151; 152).					Illinois.
					do. (124; 130; 131).					

Table IV.—POWERS OF RAIL-

A.—Powers relative to conditions of

State or Territory.	Year.	In regard to proceedings.	IN REGARD TO RATES.							
			Commission must make schedules for each railroad and revise same from time to time.				Commission may make any or all rates for any railroads, and revise same from time to time.			
			Freight.	Passenger.	Carr.	Other services.	Rates for separate railroads.			
Freight.	Passenger.	Carr.					Other services.			
Iowa	1890	Commission may, on its own motion or on complaint, investigate cases (2117; 2134-7), give orders (2134-7), and report same to governor (2117), enforcing through the courts (2134-7); may issue subpoenas (2115), examine officers, agents, and employees (2115), and inspect books and papers (2115); may engage counsel to assist attorney-general (2115); may have a seal (2142), and administer oaths (2115).					¹ 2138		¹ 2138	2521
	1892 1902	do					¹ 2138		¹ 2138	2125
Kansas	1890	May receive complaints (69-18, 21), try cases (69-18, 21), make findings (69-18, 21), and inform railroads of same (69-18, 21); may issue subpoenas, enforcing same like a court of record (69-10), may use a seal (69-5), administer oaths (69-10), and examine books, papers, etc. (69-10).					¹ 69-21		69-19	² 69-15
	1898 1901	Repealed (91)					R. (91) ² 525		R. (91) 520	R. (91) ² 527-9
	1902	do					² 525		520	² 527-9
Kentucky	1890	May hear and determine complaints (1028), issue subpoenas (1027), which courts must enforce by writs of attachment (1027); may examine officers, agents, and employees (1027), and administer oaths (1027).								
	1893	Above repealed (93-734). Commission may receive complaints concerning extortion and discrimination (829), may issue subpoenas (827), examine officers, agents, and employees (827), and administer oaths (821). Commission must bring suit if its orders are not obeyed (829).								
	1900						5	5		
	1902	do					5	5		

¹ Maximum rates only.

ROAD COMMISSIONS—Continued.

business administration—Continued.

IN REGARD TO RATES.					OVER BUSINESS MANAGEMENT.					State or Territory.
Commission may make any or all rates for any railroads, and revise same from time to time.										
Joint rates.										
Freight.	Passenger.	Cars.	Other services.	Commission may divide joint rates among railroads.	Procedure of commission in making, revising, or enforcing rates.	To publish contracts, etc., of railroads.	To permit parallel lines to consolidate.	To approve issues of stocks and bonds.	To approve contracts between railroads.	To supervise the interchange of traffic.
* 2155				2156	Before revising maximum rates, commission must give public notice by publication for two weeks; when rate is fixed, notice to be published for two weeks (2138). Commission must receive complaints against schedules in force, and may fix a date for investigation; must give parties notice, receive evidence, and hear arguments (2139). Commission may bring suit for injunction to enforce its rates; such suits have precedence over all civil suits (2119), and must be tried speedily, and without formal pleadings (2137).					Iowa.
* Ch. 25 2155				2156	do.					
					Commission may investigate complaints concerning rates, giving notice of hearing to railroads and petitioners; shall inform railroad of decision within ten days (69-21). Commission shall not raise rates without sixty days' public notice (69-13). Commission may bring suits for penalty against railroads charging more than its rates (69-18, 23).					69-37 Kansas.
					Repealed Same provisions as 69-21, above (525), and 69-13 (529). Commission may bring suits against railroads for penalty for failure to observe its rates after thirty days' notice (532); may bring suits for mandamus, which suits have precedence over all civil cases (534). In making rates commission must give railroad chance to be heard (536). Railroad may bring suit within thirty days to have order of commission vacated. Such suit suspends order (536). do.					R. (91)
						831				Kentucky
					Before fixing rates commission must give railroad ten days' notice; must hear evidence and arguments of railroad (and of complainant, if any); may fix rates, which shall be in force after ten days' notice to railroad (5); may enforce by suit for penalty against railroads charging more than its rates (6). do.	831				

* Upon complaint or petition.

Table IV.—POWERS OF RAIL-

A.—Powers relative to conditions of

State or Territory.	Year.	In regard to proceedings.	IN REGARD TO RATES.							
			Commission must make schedules for each railroad and revise same from time to time.				Commission may make any or all rates for any railroads, and revise same from time to time.			
			Freight.	Passenger.	Cars.	Other services.	Rates for separate railroads.			
							Freight.	Passenger.	Cars.	Other services.
Louisiana	1890	May hear complaints (C. 284), compel attendance of witnesses (C. 284), punishing for contempt as fully as a district court (C. 284); may compel production of books and papers (C. 284), administer oaths (C. 284), and adopt rules of procedure (C. 284).	C. 284	C. 284	C. 284	C. 284				
	1898									
	1902	do	C. 284	C. 284	C. 284	C. 284				
Maine	1890	Commission "has powers of a court of law" to summon witnesses (119), compel attendance (119), take testimony (119), and take depositions (119); it may inspect books in certain cases (6-46).					19	19	119-20	6
	1901	Orders concerning crossings to hold pending appeal to court (203).								
	1902	do					19	19	119-20	6
Massachusetts	1890	May receive complaints (17), investigate same (17), summon witnesses (25), inspect books, papers, etc. (21; 22), administer oaths (25), and make findings in shape of recommendations (17).								
	1894									
	1902	do								
Michigan	1890	May hear complaints (3303; 3298), subpoena witnesses (3296), administer oaths (3296), examine officers, agents, and employees (3295), inspect books, papers, etc. (3295), and enforce its decisions through the courts (3303-4); may act as an arbitrator between railroads (3299; 3300; 3354).								
	1902	do. (5224; 5219; 5217; 5216; 5225; 5220-1; 6265).								
Minnesota	1890	May hear complaints (386; 391-3), make decisions (391-3), enforcing by suit for injunction or other process (391-3), may require the attendance of witnesses (386), and the production of books, papers, etc. (386); may administer oaths (387), use a seal (387), regulate its own procedure (387), and employ special counsel to assist prosecuting officers (387); claim that testimony may be used to incriminate is not to excuse witness (391).					1386	1386		
	1895									
	1897	May require attendance of witnesses (74), and production of books, papers, etc. (74).					74	74		
	1899						See 102			
	1902	do					See 102	74		

1 Upon complaint or petition.

ROAD COMMISSIONS—Continued.

business administration—Continued.

IN REGARD TO RATES.					OVER BUSINESS MANAGEMENT.					State or Territory.	
Commission may make any or all rates for any railroads, and revise same from time to time.					Procedure of commission in making, revising, or enforcing rates.	To publish contracts, etc., of railroads.	To permit parallel lines to consolidate.	To approve issues of stocks and bonds.	To approve contracts between railroads.		To supervise the interchange of traffic.
Joint rates.											
Freight.	Passenger.	Cars.	Other services.	Commission may divide joint rates among railroads.							
					Commission shall have power to hear complaints against its rates and determine same; may "regulate the mode and manner of all investigations and hearings of railroad companies and other parties in the establishment of rates and charges" (C. 284). Railroads may appeal to courts from any ruling of commission (C. 285), such suits to be "tried summarily and by preference over all other cases" (C. 285). Commission may enforce rates by suit for penalty (C. 286). do.					Louisiana.	
					Commission must give due notice and allow railroad an opportunity to be heard before making rates (9, [6]). In fixing rates for cars orders of commission must be confirmed by decree of court (119-20). do.				[6]; 119-20	Maine.	
									[6]; 119-20		
						21; 22			216-22	Massachusetts.	
						21; 22		462 462	216-22		
									3299; 3300	Michigan.	
									5220-1		
1381; 1386	1386	1381		*381	Commission must receive complaints and forward same to railroad; if railroad fails to satisfy complaint, commission must give ten days' notice to railroad and complainant, must hear the parties, receiving all evidence. Its decision shall hold during any appeal to courts (386). Commission may bring suit for injunction against railroad violating its rates, such suits to be tried speedily without formal pleadings (399). Commission may enforce rates by suit for penalty against railroad violating same (386; 390). Commission must give hearing before dividing joint rates among railroads (381).				381	Minnesota.	
See 214 74	74	74			Commission may investigate rates without complaint, but must give notice, etc., as provided in 386, above (74).				214		
74	74	74		*381					214		

*If railroads fail to agree upon division

Table IV.—POWERS OF RAIL-

A.—Powers relative to conditions of

State or Territory.	Year.	In regard to proceedings.	IN REGARD TO RATES.							
			Commission must make schedules for each railroad and revise same from time to time.				Commission may make any or all rates for any railroads, and revise same from time to time.			
			Freight.	Passenger.	Cars.	Other services.	Rates for separate railroads.			
							Freight.	Passenger.	Cars.	Other services.
Mississippi.....	1890	May hear complaints (4297), try cases (4297), issue orders (4297); may issue subpoenas (4285), examine witnesses (4279), administer oaths (4279), order production of papers, etc. (4285); may use a seal (4278), and serve its notices on any agents or employees (4282).	4290	4290						
	1902	do	4290	4290						
Missouri.....	1890	May hear complaints (2679), subpoena witnesses (2680), enforcing by writ of attachment from court (2680); may fine for contempt persons refusing to appear and testify (2646); may administer oaths (2679), render decisions (2679), making same a public record (2648), and enforcing through courts (2653); may use a seal (2683), and regulate its procedure (2646); may employ counsel to assist prosecuting officers (2575); may attempt to adjust matters of complaint informally (2649); may award damages (2648), and assess costs (2648); may examine officers, agents, and employees (2679), and inspect books, papers, etc. (2679).					¹ 2652; 2641		¹ 2624	
	1902	do. (1200-1; 1143; 1145; 1150; 1208; 1068; 1146).					¹ 1149; 1138		¹ 1120	
Nebraska.....	1890	May receive complaints (VIII, 10, 13, 17), try cases (VIII, 14), make findings (VIII, 15), give orders to railways (VIII, 15), and apply for mandamus or other process if orders are not obeyed (VIII, 16); may keep a record of its findings (VIII, 17); may require the attendance of witnesses (VIII, 12), and production of papers, etc. (VIII, 12), enforcing through the courts (VIII, 12); any member or any secretary may administer oaths (VIII, 17); board may use a seal (VIII, 17), and adopt rules of procedure (VIII, 17); secretaries have powers of the board in all investigations, but final orders must come from board (VIII, 22).					VIII, 1, 17; see 22 Neb., 313.	VIII, 1, 17.	VIII, 1, 17.	VIII, 1, 17.
	1901	Repealed (403)					R. (403)	R. (403)	R. (403)	R. (403)
	1902	Repealed (403)								
New Hampshire...	1890	May receive complaints (431), summon witnesses (431), administer oaths (431), inspect books, contracts, etc. (431), and issue orders (431).					² 430	² 430		
	1893	do					¹ 8 ¹ 8	¹ 8 ¹ 8		
	1902	do								

¹Upon complaint or petition.²Maximum rates only.

ROAD COMMISSIONS—Continued.

business administration—Continued.

IN REGARD TO RATES.					OVER BUSINESS MANAGEMENT.						State or Territory.
Commission may make any or all rates for any railroads, and revise same from time to time.					Procedure of commission in making, revising, or enforcing rates.	To publish contracts, etc., of railroads.	To permit parallel lines to consolidate.	To approve leases of stocks and bonds.	To approve contracts between railroads.	To supervise the interchange of traffic.	
Joint rates.											
Freight.	Passenger.	Cars.	Other services.	Commission may divide joint rates among railroads.							
4290	4290			4290	Before fixing rates, commission must give railroads ten days' notice (4281); must certify findings to railroads (4283); may enforce by suit for penalty against railroads violating its rates (4289; 4293); may investigate complaints, giving notice to railroad; must hear parties in person or by counsel, and receive evidence, regulating its own procedure (4297).					4290	Mississippi.
4290	4290			4290	do.					4290	
See 2641					Commission may investigate complaints; must serve complaint on railroad; if in ten days railroad shall not modify rates to satisfaction of commission, latter shall give notice (not over ten days) to railroad and complainant, and shall hold a "full and fair hearing" (2650-2). Commission may apply to court for injunction against railroad violating rates, such suits to take precedence over all civil suits, to be heard on short notice and tried speedily. If commission's rates are not reasonable, court may establish others (2653), revising same at any time, on petition (2655).						Missouri.
See 1138					do. (1147-9; 1150; 1152).						
					Commission shall give railroad notice and opportunity to be heard; may enforce rates by application to courts for injunction or mandamus (VIII, 16, 17).						Nebraska.
					Repealed (403).						
					When railroad violates order of commission, latter shall give notice; if violation continues, commission shall present facts to attorney-general, or may "institute such proceedings as, in the opinion of the board, will insure compliance" (430).						New Hampshire.
					do.						

Table IV.—POWERS OF RAIL-

A.—Powers relative to conditions of

State or Territory.	Year.	In regard to proceedings.	IN REGARD TO RATES.							
			Commission must make schedules for each railroad and revise same from time to time.				Commission may make any or all rates for any railroads, and revise same from time to time.			
			Freight.	Passenger.	Car.	Other services.	Rates for separate railroads.			
							Freight.	Passenger.	Car.	Other services.
New York	1890	May subpoena witnesses (353-4), enforcing like a court of record (353-4); must give railroad concerned notice of investigation (353-4); may administer oaths (353-4), and use a seal (358); two of the commissioners to constitute a quorum (353-3); may examine books and records (353-4).								
	1891									
	1902	do. (R 157, R 152, R 155, R 156) ..								
North Carolina	1890									
	1891	Commission is a court of record inferior to supreme court (565); it may issue subpoenas (284), and writs of attachment (284), and punish for contempt (284); may examine officers, agents, and employees (282), inspect books, papers, etc. (282), administer oaths (276), and use a seal (565); two shall be a quorum (276); commission may make rules and regulations governing examinations and investigations (282), and may impose penalties of from \$50 to \$2,000 in certain cases (285); may act as an arbitrator between railroads (288), its awards in such cases being at once entered on judgment docket of superior court (288).	277-9	277-9	277-9	277				
	1899	Repealed (658)	R. (658)	R. (658)	R. (658)	R. (658)				
	1902									
North Dakota	1890	Commission may hear complaints (3041), try cases (3042), issue orders (3044), enforcing by suit for mandamus or other process (3046-7); may require the attendance of witnesses (3042), and the production of books and papers (3042); and claim that evidence may be used to incriminate is not to excuse witness from testifying (3043), but testimony is not to be used against him (3043); commission may employ counsel to assist attorney-general (3009).					3031-4	3031-4		3031-4
	1897	Commission may hear complaints (232), or investigate any matter of its own motion (232); may issue orders (232), enforcing by suit for injunction or other process (234); may issue subpoenas (232), examine officers, agents, and employees (223); administer oaths (240); use a seal (240); and regulate its own procedure (239).	1235	1235	1235		R. (235)	R. (235)		R. (235)
	1902	do	1235	1235	1235					
Ohio	1890	Commissioner may receive complaints (247-8-8a); he may subpoena witnesses, administer oaths, compel the production of books, etc., and punish for contempt in same manner and to same extent as justices of the peace (258).								
	1902	do.								

¹ Maximum rates only.

business administration—Continued.

IN REGARD TO RATES.					OVER BUSINESS MANAGEMENT.					State or Territory.
Commission may make any or all rates for any railroads, and revise same from time to time.					Procedure of commission in making, revising, or enforcing rates.	To publish contracts, etc., of railroads.	To permit parallel lines to consolidate.	To approve issues of stocks and bonds.	To approve contracts between railroads.		To supervise the interchange of traffic.
Joint rates.										
Freight.	Passenger.	Cars.	Other services.	Commission may divide joint rates among railroads.						
								9		New York.
						R 80 R 80		9		
					After commission fixes rates, railroad may file exceptions within 10 days; commission shall hear same within 10 days; railroad may then appeal to court within 10 days (279); such suits shall have precedence over all civil actions (280); commission's rates shall be in force during any appeal to courts, unless railroad files undertaking to repay excess of rates if suit goes against it (280).				282	North Carolina.
					Repealed (658)				R. (658)	
3031-4	3031-4		3031-4		Before making rates commission shall give notice to railroad and other interested parties, and afford them a chance to be heard (3031). Rates shall be effective after 10 days (3032). Commission may apply to courts for injunction or other process to enforce rates (3033), or may bring suit for penalty (3032; 3039). Railroads may appeal to courts within 60 days, but appeal does not suspend rates (3034).					North Dakota.
R. (235)	R. (235)		R. (235)		Above repealed. Before making rates, commission shall give public notice, and a hearing to all persons interested (236); commission may investigate complaints against rates, giving notice to railroad and complainant, and receiving all pertinent evidence and argument (237); may enforce by suit for injunction, such suits taking precedence over other civil business (239), or for penalty (235). Railroads may appeal to courts within 20 days, but appeal does not suspend rates (241). do.					
										Ohio.

Table IV.—POWERS OF RAIL-

A.—Powers relative to conditions of

State or Territory. Year.	In regard to proceedings.	IN REGARD TO RATES.							
		Commission must make schedules for each railroad and revise same from time to time.				Commission may make any or all rates for any railroads, and revise same from time to time.			
		Freight.	Passenger.	Cars.	Other services.	Rates for separate railroads.			
						Freight.	Passenger.	Cars.	Other services.
Oregon	1890	Commission may hear complaints (4013), try cases (4013), and make findings (4014), enforcing by applying for writ of injunction or other process (4016); may examine officers, agents, and employees (4012); may inspect books, papers, etc. (4012), administer oaths (4012), use a seal (4005, 17), and regulate its procedure (4017).							
	1891	May hear complaints (1969-71), make findings (1969-71), and bring suit against railroad ignoring its orders (1969-71).							
	1898	Repealed (4: 24)							
	1902								
Rhode Island	1890	Commissioner has powers of a court of record to issue subpoenas and compel the attendance of witnesses (597), to compel production of books, etc. (597), and to administer oaths (597).							
	1902	do.							
South Carolina	1890	Commission may hear complaints (1633), investigate (1633), give orders (1633), enforcing suit for mandamus (1670); may issue subpoenas (1640); inspect books, etc. (1643); examine officers, agents, and employees (1645), who must testify (1737), though incriminating evidence shall not be used against them (1737); may administer oaths (1640; 1645).							
	1892								
	1896								
	1900								
	1902	do.							
South Dakota	1890	Commission may hear complaints (150), and make findings (150), with powers of courts of law to issue subpoenas (144), and administer oaths (144); may inspect books, etc. (144), and may bring suit against railroads (89-110).							
	1895	Commission must investigate on complaint (158); may issue subpoenas, etc. (158).							
	1897	Any person may be heard before commission in person or by attorney (110); commission may hear complaints (110), make findings (110), which shall be a public record (110); may subpoena witnesses (110), examine officers, agents, and employees (110), and inspect books, papers, etc. (110); may administer oaths (110), use a seal (110), regulate its procedure (110), and employ counsel to assist prosecuting officers (110).							
	1902	do.							

¹ Maximum rates only.

ROAD COMMISSIONS—Continued.

business administration—Continued.

IN REGARD TO RATES.					OVER BUSINESS MANAGEMENT.					State or Territory
Commission may make any or all rates for any railroads, and revise same from time to time.					Procedure of commission in making, revising, or enforcing rates.	To publish contracts, etc., of railroads.	To permit parallel lines to consolidate.	To approve issues of stocks and bonds.	To approve contracts between railroads.		To supervise the interchange of traffic.
Joint rates.										
Freight.	Passenger.	Cars.	Other services.	Commission may divide joint rates among railroads.						
					Commission may enforce its rates by suit for injunction (1968).					
					Repealed (4; 24).					
					Commission must give railroads thirty days' notice before rates become effective (1657). Commission may enforce its rates by suit for mandamus (1670).				1639; 1665	
1656	1656	1656		1656	Before making joint rates, commission must give railroads thirty days' notice, and a hearing (1656).					
1656	1656	1656		1656	do.				1639; 1665	
1, 2110				2110	Before making schedules, commission must give ten days' public notice and give a hearing to all; may investigate complaints against its rates, giving notice to railroads and complainant, and receiving all pertinent evidence and argument; may regulate its own procedure; must publish all schedules made or revised for two weeks. Joint rates become effective ten days after promulgation. Commission may enforce rates by suit for penalty; or may apply to court for writ of injunction. In latter cases court shall give short notice to railroads and hear cases speedily, without formal pleadings (110).					
1, 2110				2110	do.					

¹ Upon complaint or petition.

² If railroads fail to agree upon division.

Table IV.—POWERS OF RAIL-
A.—Powers relative to conditions of

State or Territory.	Year.	In regard to proceedings.	IN REGARD TO RATES.							
			Commission must make schedules for each railroad and revise same from time to time.				Commission may make any or all rates for any railroads, and revise same from time to time.			
			Freight.	Passenger.	Cars.	Other services.	Rates for separate railroads.			
							Freight.	Passenger.	Cars.	Other services.
Tennessee	1890	Commission may issue subpoenas (117-8), and writs of attachment (117-8); may examine officers, agents, and employees (117), inspect books and papers (117), administer oaths, (117), and regulate its procedure (117), but shall never deny admission to an investigation to anyone (117); commission may impose fines in certain cases of contempt (117-8); two shall be a quorum (113).	117-121	117-121						
	1897									
	1902	do	117-121	117-121						
Texas	1890	Commission may hear and determine complaints (3; 9); may issue subpoenas (13), and writs of attachment (13); may compel the production of books and papers (4), and the attendance of witnesses (4), fining for contempt like a district or county court (4; 13); may examine officers, agents, and employees (10); may administer oaths (4; 10), use a seal (2), regulate its procedure (3); the claim that testimony may incriminate shall not excuse witness, but his testimony shall not be used against him (13).	3	3	3	3				
	1891									
	1893									
	1897						See 51			
	1899						See 311			
	1902	do	3	3	3	3	See 311			
Vermont	1890	Commission may issue subpoenas (3983), examine witnesses (3983), inspect books, papers, etc. (3983), administer oaths (3983), and use a seal (3979); clerk may also issue subpoenas (3978), and administer oaths (3978).								
	1902	do.								
Virginia	1890	Commissioner may investigate cases on complaint (1302), and issue recommendations to railroads (1302).								
	1902	do.								
Wisconsin	1890	Commission may receive complaints (1794), try cases (1794), and make decisions (1794), which shall be final unless appealed to courts within 20 days (1794); may issue subpoenas, which courts must enforce by writs of attachment (1796); may examine witnesses (1796), inspect books and papers (1796), and administer oaths (1796).								
	1902	do.								

business administration—Continued.

[illegible]

¹ If railroads fail to agree upon division.

Table IV.—POWERS OF RAIL-

A.—Powers relative to conditions of

State or Territory.	Year.	OVER ACCOUNTS.		OVER REPORTS OF RAILROADS.					
		To examine books, papers, accounts, etc.	To require a uniform system of accounting.	To receive the reports of railroads.	To prescribe the details in the annual reports.	To prescribe the form for reports.	To furnish blank forms.	To require details in addition to those specified in the law.	To require any information from railroads.
Alabama	1890	3500		3498	3498	3498	3498		3497
	1902	3500		3498	3498	3498	3498		3497
Arizona	1890								
	1902								
Arkansas	1890								
	1899	96		92	92	92	92		92
	1902	96		92	92	92	92		92
California	1890	C. XII, 22	C. XII, 22						
	1902	C. XII, 22	C. XII, 22						
Colorado	1890	3733		3732	3732	3732			
	1902	3733		3732	3732	3732			
Connecticut	1890			89-100			89-100		
	1893								
	1902			89-100			89-100		
Florida	1890	2291		2299; 2301				2301	2,599
	1891	R. (109)		R. (109)				R. (109)	R. (109)
	1897	87		88				89; 93	
	1899								
	1902	87		88				89; 93	
Georgia	1890	2192		2211		2211			2211
	1891								
	1902	2192		2211		2211			2211
Illinois	1890	138		131				132	
	1902	179		172				173	
Iowa	1890	2115	2070; 2143	2143					2115
	1892					2143		2143	Ch. 27
	1902	2115	2070; 2143	2143		2143		2143	Ch. 27
Kansas	1890	69-10		69-27	69-27	69-27			
	1898	R. (91)		R. (91)	R. (91)	R. (91)			
	1901	519		531	531				
	1902	519		531	531				
Kentucky	1890			1025				1026	1026
	1893			825		825	825	825	R. (93-734)
	1902			825		825	825	825	
Louisiana	1890								
	1898	C. 284							
	1902	C. 284							
Maine	1890	6-46		60	60	60; 114	114		114
	1891				R. (60)	R. (60)			
	1902	6-46		60			114		114
Massachusetts	1890	21; 22	81	81	81	81	26; 89-328		19
	1902	21; 22	81	81	81	81	26; 89-328		19

ROAD COMMISSIONS—Continued.

business administration—Continued.

OVER REPORTS OF RAILROADS.			State or Territory.
To require or receive what special reports?	To require or receive reports from what besides railroads?	Concerning the use of the form of the Interstate Commerce Commission.	
			Alabama.
			Arizona.
			Arkansas.
May require copies of contracts, leases, etc., between railroads, or between railroads and express companies or sleeping-car companies (92). do.			California.
Reports of accidents resulting in death or personal injury (3738). do.			Colorado.
Reports of accidents (3567). do.	Street railways (313). do.	Commission must furnish the form of the Interstate Commerce Commission (89-100). do.	Connecticut.
Special reports at any time (2299). Repealed (109).	Express companies (93); sleeping-car companies (93). Steamboat companies (80); union-depot companies (80). do.		Florida.
Commission may require reports at any time, there being no regular report (2211). do.	Express companies (2217); telegraph companies (2217). do.		Georgia.
Reports of accidents (Sup. 87-136). do. (177a).	Warehouses (134). do. (175).		Illinois.
May require copies of contracts (2070; 2128). Special reports at any time (ch. 27). do.	Express companies (2143); car companies (2143); sleeping-car companies (2143); freight or freight-line or transportation companies (2143; 2122). do.		Iowa.
			Kansas.
			Kentucky.
Reports of fatal accidents (777). do.			Louisiana.
	Telegraph, telephone, express, steamboat, and sleeping-car companies (C. 283). do.		Maine.
Maps and profiles (6). do.		Annual reports of railroads must be according to form of Interstate Commerce Commission (60). do.	Massachusetts.
Quarterly reports on any matters required by commission (89-241); copies of leases, contracts, rates, etc. (19; 220); maps and profiles (43); report of railroads' engineers, on bridges, at least every 2 years (87-334); reports of fatal accidents (208). do.	Street railways (113-58); railroad relief societies (82-244). do.	Commission may prescribe the form of the Interstate Commerce Commission (89-328). do.	

RAILWAYS IN THE UNITED STATES IN 1902.

Table IV.—POWERS OF RAIL-
A.—Powers relative to conditions of

State or Territory.	Year.	OVER ACCOUNTS.		OVER REPORTS OF RAILROADS.					
		To examine books, papers, accounts, etc.	To require a uniform system of accounting.	To receive the reports of railroads.	To prescribe the details in the annual reports.	To prescribe the form for reports.	To furnish blank forms.	To require details in addition to those specified in the law.	To require any information from railroads.
Michigan.....	1890	3295; 3398	3398	3291			Sup. 3291	3292	
	1902	5216; 6314	6314	5212			5212	5213	
Minnesota.....	1890	395	395	395		395		395	
	1902	395	395	395		395		395	
Mississippi.....	1890	4285		4321	4321	4321	4320-1		4296
	1902	4285		4321	4321	4321	4320-1		4296
Missouri.....	1890	2679		2682				2682	
	1893 1902	1200		1070 1070	1070 1070	1070 1070	1070 1070	1070	
Nebraska.....	1890	VIII, 12	VIII, 19	VIII, 19				VIII, 19	
	1901 1902	R. (403)	R. (403)	R. (403)				R. (403)	
New Hampshire...	1890	431; 441		442	442	430	430		431
	1895 1902	431; 441		442	442	430	430		431
New York.....	1890	353-4		31	31	31; 353-10			353-7
	1902	R 157		R 57	R 57	R 57; R 158			R 157
North Carolina...	1890								
	1891	282		285		285			282
	1893								
	1897								
	1899 1902	R. (658)		R. (658)		R. (658)			R. (658)
North Dakota.....	1890	3042		3053		3053		3053	3035
	1897	223		223	223	223			240
	1902	223		223	223	223		3058	240
Ohio.....	1890	258		251		252	252	251	
	1894								250-1
	1902	258		251		252	252	251	250-1
Oregon.....	1890	4010; 4012		4026		4021	4021		4020
	1898 1902	R. (4; 24)		R. (4; 24)		R. (4; 24)	R. (4; 24)		R. (4; 24)
Rhode Island.....	1890	597		598	598	598	598		
	1902	597		598	598	598	598		
South Carolina.....	1890	1643; 1645		1608		1638; 1642	1638	1638; 1642	1635
	1902	1643; 1645		1608		1638; 1642	1638	1638; 1642	1635

ROAD COMMISSIONS—Continued.

business administration—Continued.

OVER REPORTS OF RAILROADS.			State or Territory.
To require or receive what special reports?	To require or receive reports from what besides railroads?	Concerning the use of the form of the Interstate Commerce Commission.	
Monthly reports of total earnings (3312a); reports of accidents as soon as they occur (3440). .....do. (5234; 5241).....	Union depot companies (3474); car companies (Sup. 1236b); railroad bridge and railroad tunnel companies (Sup. 3291). do. (6372; 4008; 5212).	.....	Michigan.
Maps and profiles of railroads, branches, and extensions (1670); copies of contracts (386). .....do.....	Warehouses (7668; 7721) do.	.....	Minnesota.
Annual, of free passes, to whom granted, and for what reason (4292); copies of leases, contracts, etc., at any time (4296); reports of accidents, at once (4307); quarterly, of receipts and expenditures, and any other matters required by commission (4320). .....do.....	Express companies, telegraph companies, telephone companies, and sleeping-car companies (4296; 4320; 4321). do.	.....	Mississippi.
Semiannual, contain list of officers and contracts with other railroads (2571); directors must report condition of road within 30 days after their March meeting (2577). do. (1064; 1070).	Warehouses (5630) do. (7648).	.....	Missouri.
Copies of contracts (VIII, 7); schedules of rates and of joint rates (VIII, 7). Repealed (403).	.....	.....	Nebraska.
Copies of contracts (431). .....do.....	Street railways (371). do.	.....	New Hampshire.
Accidents (353-4); maps and profiles (31). do. (R 159; R 57).	Quarterly reports from car companies (31); not included in railroad law).	.....	New York.
Copies of contracts (282); any reports at any time on any subjects (285). Annual report to governor (required by (1969) may be made to commission (99). Repealed (658).....	Express companies (347); telegraph companies (347). Repealed (658).	.....	North Carolina.
Copies of contracts (3030). Any reports at any time (240); copies of contracts (229). .....do.....	Semiannual reports from bridge and ferry companies (221). do.	.....	North Dakota.
Reports of fatal accidents (257); copies of contracts, leases, etc., between railroads and express or car companies (256); names and addresses of officers and directors (260). Maps and profiles (250-1); names of officers (250-1); names and addresses of stockholders, and number of shares held by each (250-1); any report (250-1) do.	Telegraphs (254) do.	.....	Ohio.
Copies of contracts (4020). Repealed (4; 24).	.....	.....	Oregon.
Notification of accidents (597); report of money received for transportation at each station at any time (604). do.	.....	.....	Rhode Island.
Notification of accidents (1690); report of names of directors (1673). do.	.....	.....	South Carolina.

Table IV.—POWERS OF RAIL-
A.—Powers relative to conditions of

State or Territory.	Year.	OVER ACCOUNTS.		OVER REPORTS OF RAILROADS.					
		To examine books, papers, accounts, etc.	To require a uniform system of accounting.	To receive the reports of railroads.	To prescribe the details in the annual reports.	To prescribe the form for reports.	To furnish blank forms.	To require details in addition to those specified in the law.	To require any information from railroads.
South Dakota	1890	144		141; 89-110	89-110 R. (157)	141; 89-110 R. (157)			140
	1896	158							
	1897	110		110				110	110
	1902	110		110				110	110
Tennessee	1890								
	1897	117		119	119	119	117		119
	1902	117		119	119	119	117		119
Texas	1890								
	1891	10	12	12		12	12		11
	1893								
	1902	10	12	12		12	12		11
Vermont	1890	3983	3994						3985
	1892								
	1902	3983	3994						3985
Virginia	1890			1309	1309	1309			1304
	1892								
	1902			1309	1309	1309			1304
Wisconsin	1890	1796		1795		1795	1795		1795
	1899								
	1902	1796		1795		1795	1795		1795

ROAD COMMISSIONS—Continued.
business administration—Continued.

OVER REPORTS OF RAILROADS.			State or Territory.
To require or receive what special reports?	To require or receive reports from what besides railroads?	Concerning the use of the form of the Interstate Commerce Commission.	
	Warehouses (90-ch. 99).....	Annual reports to be according to the form of the Interstate Commerce Commission (167). Repealed (110).	South Dakota.
Any reports at any time (110)..... do.....	do.....		
Any reports at any time (119). do.			Tennessee.
Any reports at any time (12). Maps and profiles (4248a). do.			Texas.
Notification of accidents (3968). do.			Vermont.
Copies of schedules and all changes made therein (1297a). do.			Virginia.
Special reports at any time (1795)..... do.....	Street railways (599). do.		Wisconsin.

Table IV.—POWERS OF RAIL-

B.—Powers relative to construc-

State or Territory.	Year.	IN GENERAL.		IN REGARD TO ROADWAY.					
		To inspect the condition and management of railroads.	To recommend repairs, changes, and improvements; also, cessation from violation of law, and report neglect of notice to legislature or governor.	No railroad or branch to be opened without commission's certificate that it is safe.	Track.				
					Location of new and re-location of old lines.	To order repairs to tracks and switches.	To order removal of switches too near to highway.	To order tracks of two railroads connected at crossing.	To approve blocking of frogs, switches, etc.
Alabama	1890 1902	3490 3490	3490; 3494 3490; 3494						
Arizona	1890 1891 1895 1902								
Arkansas	1890 1899 1902								
California	1890 1902								
Colorado	1890 1902	3726 3726	3726 3726						
Connecticut	1890 1902	3422 3422	3426 3426	3421 3421	3420; 3460 3420; 3460	3423 3423	3492 3492		
Florida	1890 1891 1897 1902	2291 R. (109) 87; 88 87; 88							
Georgia	1890 1891 1902	2192 2194 2194	2194 2194						
Illinois	1890 1902	136 177				Sup. 87, p. 444 177a			
Iowa	1890 1902	2113 2113	2113 2113					2103 2103	
Kansas	1890 1898 1901 1902	69-8 R. (91) 519 519	69-8, 9 R. (91) 525 525					69-30 R. (91)	
Kentucky	1890 1893 1902	1027 R. (93-734)	830 830			830 830			
Louisiana	1890 1898 1902	C. 284 C. 284				C. 284 C. 284			
Maine	1890 1902	114 114		[1] [1]	6; 10 6; 10				[4] [4]
Massachusetts	1890 1897 1902	21; 22 361 361	15; 16 15; 16	141 141	87-430 87-430	159 159			86-120 86-120
Michigan	1890 1891 1893 1902	3295-8; 3398 5216-9; 6314			Sup. 13321 16232	3298 5219	6234 6234	Sup. 3355 6266	
Minnesota	1890 1902	388 388	388 388	21670 21670					
Mississippi	1890 1892 1898 1902	4315-6 4315-6	4325 4325		3509 3509	4315-6 4315-6	39 39	96 96	
Missouri	1890 1891 1899 1902					2685 1169 1215 1205		1169 1215 1215	

¹ Together with attorney-general and secretary of state.² Commission must be notified.

ROAD COMMISSIONS—Continued.

tion, maintenance, and operation.

IN REGARD TO ROADWAY.										State or Territory.
Roadbed and fixtures.				Bridges.			Fences.			
To order repairs to roadbed.	To order safety guards near overhead obstructions.	To approve safety guards near overhead obstructions.	To regulate overhead obstructions.	To order repairs to bridges.	To require railroads to have bridges examined.	To order guard rails on bridges.	To order erection of fences.	To prescribe kind of fence and manner of erection.	To excuse railroads from building fences.	
							3495 3495			Alabama.
										Arizona.
										Arkansas.
										California.
										Colorado.
3423 3423			2671 2671	3423 3423		3427 3427	3506 3506		3505 3505	Connecticut.
										Florida.
										Georgia.
										Illinois.
				2113 2113						Iowa.
										Kansas.
830 830	776 776			830 830						Kentucky.
				C. 284 C. 284						Louisiana.
		32 32			[11] [11]					Maine.
		160 160	120 120						82-162 82-162	Massachusetts.
		3438		3298			3308 3308			Michigan.
		5514	3652 3652	5219			5229 5229			Minnesota.
4315-6				4315-6						Mississippi.
4315-6				4315-6						Missouri.
				2685						
				1205						

³ May issue orders or make regulations as well as recommend.

Table IV.—POWERS OF RAIL-
B.—Powers relative to construction,

State or Territory.	Year.	IN GENERAL.			IN REGARD TO ROADWAY.				
		To inspect the condition and management of railroads.	To recommend repairs, changes, and improvements; also, cessation from violation of law, and report neglect of notice to legislature or governor.	No railroad or branch to be opened without commission's certificate that it is safe.	Track.				
					Location of new and re-location of old lines.	To order repairs to tracks and switches.	To order removal of switches too near to highway.	To order tracks of two railroads connected at crossing.	To approve blocking of frogs, switches, etc.
Nebraska	1890 1901 1902	VIII, 12, 17 R. (403)	VIII, 17 R. (403)			VIII, 17 R. (403)			
New Hampshire...	1890 1893 1902	430 430	¹ 430 ¹ 430			430 430			
New York	1890 1902	333-4 R 157	333-6 R 161						
North Carolina....	1890 1891 1899 1902		285 R. (658)						
North Dakota	1890 1893 1897 1902	3008 221 221	¹ 3035 222; 224 222; 224					3067 3067	
Ohio	1890 1902	247; 248; 248a 247; 248; 248a				247 247			
Oregon	1890 1891 1898 1902	4012 R. (4; 24)	4018 1972-3 R. (4; 24)						
Rhode Island	1890 1894 1902	597 597							606 606
South Carolina	1890 1897 1902	1645 1645	1631-2 1631-2	1689 1689				455 455 (also 388)	
South Dakota	1890 1897 1902	89-110 89-110	139 110 110					89-110 110 110	
Tennessee	1890 1902								
Texas	1890 1891 1902	11 11							
Vermont	1890 1902	3982 3982	3989; 3993 3989; 3993						
Virginia	1890 1900 1902	1302 1302	1301 1301						
Wisconsin	1890 1902	1794 1794							

¹ May issue orders or make regulations as well as recommend.

Table IV.—POWERS OF RAIL-
B.—Powers relative to construction,

State or Territory.	Year.	IN REGARD TO CROSSINGS.									
		Railroad.				Highway, private, and street railway.			Provisions for public safety.		
		To ap- prove grade crossing of one rail- road over another.	To order interlock- ing de- vices.	To ap- prove in- terlock- ing de- vices.	To au- thorize one of two rail- roads to put in in- terlock- ing de- vices.	To pre- scribe con- ditions and re- strictions on high- way, etc., crossings.	To allow railroads to be built over highways or street railroads, or vice versa, at grade.	To order altera- tion of highway crossed at grade by railroad.	To order flagmen, gates, elec- tric sig- nals, etc., at any crossings.	To order warning boards.	To ap- prove warning boards.
Alabama	1890										
	1902										
Arizona	1890										
	1891										
	1895										
	1902										
Arkansas	1890										
	1899										
	1902										
California	1890										
	1902										
Colorado	1890										
	1902										
Connecticut	1890	3471				3423	3476; 3480; 89-98	3486; 89- 134	3423-4	3423	3478
	1893										
	1895					671		626			
	1902	3471				671	3476; 3480; 89-98	626	3423-4	3423	3478
Florida	1890										
	1891										
	1897										
	1899										
	1902										
Georgia	1890										
	1891										
	1902	161									
		161									
Illinois	1890	89-223		87-449							
	1891		213-4	76a; 214							
	1902	89-223 (209)	213-4	76a; 214							
Iowa	1890										
	1902										
Kansas	1890	69-33	70-56, 7	70-55, 6	70-56, 7						
	1898	R. (91)	R. (91)	R. (91)	R. (91)						
	1901	522		523	523						
	1902	522		523	523						
Kentucky	1890										
	1893										
	1902										
Louisiana	1890										
	1898										
	1902										
Maine	1890					28; 89-282		28; 89-282			
	1893										
	1902				[5] [5]	28; 89-282		28; 89-282			
Massachusetts	1890	118		85-85	85-85	162; 92-228	119		162; 240; 88-240		164
	1892							171			
	1895										
	1898					346	426				
	1902	118		85-85	85-85	346	426	171	162; 240; 88-240		164
Michigan	1890	3321b	3310; 3321b;	3310					3301; 3364;		
	1902	6232b	5231; 6232b;	5231					5222; 6281;		
Minnesota	1890			2706							
	1899										
	1902			2706							

ROAD COMMISSIONS—Continued.

maintenance, and operation—Continued.

IN REGARD TO CROSSINGS.					IN REGARD TO STATIONS.							State or Territory.
Separation of grades.					To order erection and maintenance of stations.	To order side tracks, switches, platforms, warehouses, scales, waiting-rooms, etc.	To regulate maintenance and management of stations.	To order trains bulletined at stations.	To authorize abandonment of station.	To order depot facilities at railroad crossings.	To apportion expense of depot facilities at railroad crossings.	
To order two railroads to separate grade.	To forbid two railroads to cross at grade.	To order railroad to separate highway, etc., grade crossing.	To authorize railroad to separate highway, etc., grade crossing.	To order highway or street railway laid out across railroad to be not at grade.								
					3451 3451			3543 3543				Alabama.
												Arizona.
												Arkansas.
												California.
						3727 3727						Colorado.
	3471	89-134		3476; 89-98	3514; 89-50	3423	3234; 3584; 3531-2		3516; 89-50	3532		Connecticut.
		409			305			260				
	3471	409		3476; 89-98	305	3423	3423; 3584; 3531-2	260	3516; 89-50	3532		
												Florida.
					85 80 80					80 80		
	161 161				2189 2189		2217 2217					Georgia.
												Illinois.
										2103 2103		Iowa.
	69-33 R. (91) 522 522				69-36 R. (91) 524 524	69-36 R. (91) 524 524						Kansas.
							830 830					Kentucky.
					C. 284 C. 284	C. 284 C. 284						Louisiana.
				28	122							Maine.
				28	122							
160; 240; 89-240	117		90-428	119								Massachusetts.
				426								
160; 240; 89-240	117		90-428	426								
	3321b 6232b					3307 5228					3300 5221	Michigan.
						242 242						Minnesota.

Table IV.—POWERS OF RAIL-
B.—Powers relative to construction,

State or Territory	Year.	IN REGARD TO CROSSINGS.										
		Railroad.				Highway, private, and street railway.			Provisions for public safety.			
		To ap- prove grade crossing of one rail- road over another.	To order interlock- ing de- vices.	To ap- prove in- terlock- ing de- vices.	To au- thorize one of two rail- roads to put in in- terlock- ing de- vices.	To pre- scribe con- ditions and re- strictions on high- way, etc., crossings.	To allow railroads to be built over highways or street railroads, or vice versa, at grade.	To order farm or private crossings.	To order altera- tion of highway crossed at grade by railroad.	To order flagmen, gates, elec- tric sig- nals, etc., at any crossings.	To order warning boards.	To ap- prove warning boards.
Mississippi	1890 1896 1902									4314 4314		
Missouri	1890 1893 1895 1902											
Nebraska	1890 1902											
New Hampshire ...	1890 1902								449 449			
New York	1890 1898 1902			474 R 36								
North Carolina	1890 1891 1899 1902											
North Dakota	1890 1899 1902											
Ohio	1890 1894 1896 1902			3333 3333	 247e 247e					247a 247a 247a		
Oregon	1890 1902											
Rhode Island	1890 1893 1895 1899 1902					 599 599	605 Ch. 658 Ch. 658			607 Ch. 701 Ch. 701		
South Carolina	1890 1897 1902	1723 1723										
South Dakota	1890 1893 1897 1902											
Tennessee	1890 1902											
Texas	1890 1901 1902	 255 255		255 255								
Vermont	1890 1902					3851 3851	3838 3838		3842 3842	3851 3851		3848 3848
Virginia	1890 1902											
Wisconsin	1890 1899 1902			1808 1808								

ROAD COMMISSIONS—Continued.
maintenance, and operation—Continued.

IN REGARD TO CROSSINGS.					IN REGARD TO STATIONS.							State or Territory.
Separation of grades.					To order erection and maintenance of stations.	To order side tracks, switches, platforms, warehouses, scales, waiting-rooms, etc.	To regulate maintenance and management of stations.	To order trains bulletined at stations.	To authorize abandonment of station.	To order depot facilities at railroad crossings.	To apportion expense of depot facilities at railroad crossings.	
To order two railroads to separate grade.	To forbid two railroads to cross at grade.	To order railroad to separate highway, etc., grade crossing.	To authorize railroad to separate highway, etc., grade crossing.	To order highway or street railway laid out across railroad to be not at grade.								
					4312	4311 74	4303			4310	4310	Mississippi.
					4312	74	4303			4310	4310	
						7679						Missouri.
						7679				1172 1172		
												Nebraska.
					430; 450 430; 450							New Hampshire.
												New York.
					285 R. (658)	286 R. (658)			286 R. (658)			North Carolina.
						3019; 3062 197 197						North Dakota.
												Ohio.
												Oregon.
605				605								Rhode Island.
605				605					Ch. 741			
	1723											South Carolina
	1723									418 418		
						146; 89-110 173						South Dakota.
						173	110 110				110 110	
												Tennessee.
												Texas.
	255 255											
				3838 3838								Vermont.
												Virginia.
												Wisconsin.
										376 376		

RAILWAYS IN THE UNITED STATES IN 1902.

Table IV.—POWERS OF RAIL-
B.—Powers relative to construction,

IN REGARD TO TRAINS; AND PECULIAR STATUTORY PROVISIONS.									
State or Territory.	Year.	To recom- mend changes in making up trains.	Equipment.						To regulate number of brakemen.
			To order safety couplers.	To approve safety couplers.	To approve train brakes.	To extend time in which rail- roads must equip with safety de- vices.	To regulate system of heating in passenger cars.	To regulate carrying of tools in passenger cars.	To regulate system of lighting in passenger cars.
Alabama.....	1890								
	1899								
	1901								
Arizona.....	1890								
	1891								
	1895								
Arkansas.....	1890								
	1899								
	1902								
California.....	1890								
	1902								
Colorado.....	1890								
	1902								
Connecticut.....	1890			3537			3569	3569	3566
	1895								
	1899								
Florida.....	1890			3537			3569	3569	3566
	1891								
	1897								
Georgia.....	1890								
	1891								
	1897								
Illinois.....	1890								
	1891								
	1897								
Iowa.....	1890								
	1891								
	1897								
Kansas.....	1890								
	1891								
	1897								
Kentucky.....	1890								
	1891								
	1897								
Louisiana.....	1890								
	1891								
	1897								
Maine.....	1890								
	1891								
	1897								
Maryland.....	1890								
	1891								
	1897								
Massachusetts.....	1890								
	1891								
	1897								
Michigan.....	1890								
	1891								
	1897								
Minnesota.....	1890								
	1891								
	1897								
Mississippi.....	1890								
	1891								
	1897								
Missouri.....	1890								
	1891								
	1897								
Montana.....	1890								
	1891								
	1897								
Nebraska.....	1890								
	1891								
	1897								
Nevada.....	1890								
	1891								
	1897								
New Hampshire.....	1890								
	1891								
	1897								
New Jersey.....	1890								
	1891								
	1897								
New Mexico.....	1890								
	1891								
	1897								
New York.....	1890								
	1891								
	1897								
North Carolina.....	1890								
	1891								
	1897								
North Dakota.....	1890								
	1891								
	1897								
Ohio.....	1890								
	1891								
	1897								
Oklahoma.....	1890								
	1891								
	1897								
Oregon.....	1890								
	1891								
	1897								
Pennsylvania.....	1890								
	1891								
	1897								
Rhode Island.....	1890								
	1891								
	1897								
South Carolina.....	1890								
	1891								
	1897								
South Dakota.....	1890								
	1891								
	1897								
Tennessee.....	1890								
	1891								
	1897								
Texas.....	1890								
	1891								
	1897								
Utah.....	1890								
	1891								
	1897								
Vermont.....	1890								
	1891								
	1897								
Virginia.....	1890								
	1891								
	1897								
Washington.....	1890								
	1891								
	1897								
West Virginia.....	1890								
	1891								
	1897								
Wisconsin.....	1890								
	1891								
	1897								
Wyoming.....	1890								
	1891								
	1897								

ROAD COMMISSIONS—Continued.

maintenance, and operation—Continued.

IN REGARD TO TRAINS; AND PECULIAR STATUTORY PROVISIONS.									
Running.			Character of service.					Laws relating to powers of commissions, peculiar to a few States.	State or Territory.
To regulate speed of trains.			To regulate blocking of high-ways by trains and cars.	To regulate the blowing of whistles.	To order passenger trains to make good connections at railroad crossings.	To require stopping of trains at certain points.	To regulate Sunday trains.		
Until repairs are made.	Near crossings.	In cities.							
								Commissioners' order concerning waiting rooms at stations may make provisions for the races and sexes (3451).	Alabama.
						155		Commission constituted an "advisory pardoning board" to assist the governor (1090).	
						155		do.	
									Arizona.
								Commission may allow tracks of two railroads to be connected at crossing (195).	Arkansas.
								do.	
									California.
									Colorado.
	3560; 3498		3498	3558	89-72	3513		Commission may apply for injunction when railroads are not safe, or have violated law, or have refused to obey any order of commission or of a court (3429). Commission may order any railroad laws to be posted (3423). Commission may give local authorities permission to build footways on railroad bridges (3503).	Connecticut.
		512					1009	Commission may prescribe regulations for transportation of explosives (988).	
	3560; 3498	512	3498	3558	89-72	3513	1009	do.	
									Florida.
								Commission may make any regulations for the public good (85). May make regulations to secure good, prompt, and abundant service (81).	
								do.	
									Georgia.
								Commission may order place and manner of crossing when petitioned by one of two railroads (89-223).	Illinois.
								do. (209).	
2113						2103		To order railroad to change name of station to conform to that of city or town (2105).	Iowa.
								do. (ch. 26).	
2113						2103		do.	
								Any railroad desiring to cross another must petition commission to determine necessity of crossing; also place, manner, and compensation (69-33). Repealed (91).	Kansas.
								Commission may order railroads to connect tracks (521); may authorize privately-built spurs (521).	
								do.	

RAILWAYS IN THE UNITED STATES IN 1902.

Table IV.—POWERS OF RAIL-
B.—Powers relative to construction,

IN REGARD TO TRAINS; AND PECULIAR STATUTORY PROVISIONS.										
State or Territory.	Year.	To recom- mend changes in making up trains.	Equipment.						To regulate number of brakemen.	
			To order safety couplers.	To approve safety couplers.	To approve train brakes.	To extend time in which rail- roads must equip with safety de- vices.	To regulate system of heating in passenger cars.	To regulate carrying of tools in passenger cars.		To regulate system of lighting in passenger cars.
Kentucky.....	1890									
	1892									
	1893									
	1902									
Louisiana.....	1890									
	1898									
	1902									
Maine.....	1890						[2]			
	1902						[2]			
Massachusetts.....	1890			84-222					87-362	
	1891	204								
	1893									
	1896					362				
	1898									
	1902	204		84-222		362			87-362	
Michigan.....	1890			Sup. 3439a	Sup. 3363		Sup. 3434c			
	1902			5511	6280		5509			

RAILWAYS IN THE UNITED STATES IN 1902.

Table IV.—POWERS OF RAIL-
B.—*Powers relative to construction,*

[illegible]

ROAD COMMISSIONS—Continued.

maintenance, and operation—Continued.

IN REGARD TO TRAINS; AND PECULIAR STATUTORY PROVISIONS.									
Running.					Character of service.			Laws relating to powers of commissions, peculiar to a few States.	State or Territory.
To regulate speed of trains.			To regulate blocking of high-ways by trains and cars.	To regulate the blowing of whistles.	To order passenger trains to make good connections at railroad crossings.	To require stopping of trains at certain points.	To regulate Sunday trains.		
Until repairs are made.	Near crossings.	In cities.							
								Court may approve interlocking devices even if commission refuses to (2706). Commission may order narrow-gauge railroads to change to standard (81); commission merchants required to secure license from commission (245). do.	Minnesota.
						3550		Commission may require railroads to use in state commerce same automatic couplers required in interstate commerce (4317).	Mississippi.
	75		39					Commission may allow trains to run over railroad crossings equipped with interlocking devices without stopping (75). do.	
	75		39			3550			
2685									Missouri.
1206					1210-13 1210-13				
								If board's orders are not "answered" by railroads within 10 days, they become final and conclusive. If answered, board must try case again, and issue orders which are prima facie reasonable (VIII, 17). Repealed (403).	Nebraska.
	448		448			450		Commission may settle disputes concerning cattle guards, private crossings, etc. (460). do.	New Hampshire.
	448		448			450			
								Commission may permit lumber and ore roads, etc., to suspend during winter (475); may prescribe rules as to precedence of trains at crossings (473). May allow certain roads to suspend during summer (R 55); may approve use of safety devices other than those specified in law (R 50); may compel railroad tunnels to be properly lighted and ventilated (196). Commission must certify that railroad is needed for public convenience before construction can begin (R 59). do.	New York.
								Commission may order equal but separate accommodations for the races in trains (286), and in stations (286); shall appraise and assess railroads (321); may investigate accidents (288). Commission may allow running of fast mail trains, stopping only at a few places (84); may make any rules and regulations to carry out the provisions of the commission law (94); shall appraise and assess railroads, telegraphs, canals, and steamboats (273); shall make rules to prevent careless handling of baggage (94). Repealed (658).	North Carolina.

RAILWAYS IN THE UNITED STATES IN 1902.

Table IV.—POWERS OF RAIL.

B.—Powers relative to construction,

[illegible]

ROAD COMMISSIONS—Continued.

maintenance, and operation—Continued.

IN REGARD TO TRAINS; AND PECULIAR STATUTORY PROVISIONS.										State or Territory.
Running.					Character of service.			Laws relating to powers of commissions, peculiar to a few States.		
To regulate speed of trains.			To regulate blocking of highways by trains and cars.	To regulate the blowing of whistles.	To order passenger trains to make good connections at railroad crossings.	To require stopping of trains at certain points.	To regulate Sunday trains.			
Until repairs are made.	Near crossings.	In cities.								
									Anyone may bring complaint before commission, or suit in court, but not both (3037). do.	North Dakota.
247										Ohio.
247										Oregon.
1972 R. (4:24)										Rhode Island.
									All regulations of railroads made by local authorities must be approved by commissioner (599). Commissioner must consent to all new crossings of railroads and highways (ch. 658). do.	South Carolina.
					115				Commission may regulate the transportation of explosives (1703) do.	South Dakota.
					115					Tennessee.
					137				Commissioners to constitute, ex officio, the "State board of assessors" for railroads, telegraphs, and telephones (102). do.	Texas.
					137	110			Commission is to make the valuation of railroad property to determine maximum limit of bond issue (4156a). Commission may charge fees for copies of all papers furnished by it (297). do.	Vermont.
							5141		All crossings of highways by railroads shall be approved by commission; commission may excuse railroad from selling 1,000-mile mileage books. do.	Virginia.
							5141		Commission may contract with railroads for carriage of convicts and other State charges (1306). do.	Wisconsin.
									Commissioner, attorney-general, and governor created a board to try and determine cases in regard to "connections at junctional points" and depot facilities at railroad crossings (376). do.	

STATE RAILROAD STATUTES.

TABLE V.—CONDITIONS OF RAILROAD INCORPORATION.

TABLE VI.—CONSTRUCTION, MAINTENANCE, AND OPERATION.

TABLE VII.—STATUTORY PROVISIONS RELATIVE TO RATES.

TABLE VIII.—STATUTORY PROVISIONS RELATIVE TO REGULATION OF TRAFFIC.

TABLE IX.—STATUTORY PROVISIONS RELATIVE TO REPORTS OF RAILROADS.

TABLE X.—STATUTORY PROVISIONS RELATIVE TO PROHIBITIONS AND LIMITATIONS.

TABLE XI.—STATUTORY PROVISIONS CONCERNING PENALTIES.

EXPLANATORY NOTE.

Table V considers the conditions of railroad incorporation.

Part A deals with the statutory provisions relative to organization. The statutes of the States provide that railroads shall be incorporated under general laws only, or by special act of the legislature only, or by either of these two methods. From a study of the general provisions of organization it is evident that there is something of a tendency to abandon the principle of incorporation under general railroad laws in favor of railroad laws accompanied by provisions applicable to all corporations. Other provisions respecting the incorporation of railroads may be found in a large number of States. Here are also exhibited the facts which must be stated in the articles of incorporation. No less than thirty-eight such facts are required in the various States, although each State, as a general rule, requires but eight or ten.

Part B is concerned with provisions respecting stock and stockholders, and it may be stated that the enactments since 1890 exhibit no general tendencies in this subject.

Part C deals with officers and directors, and here, again, no tendencies may be perceived in the laws passed since 1890.

Part D is concerned with provisions determining the location of the offices of the corporations, and the rapidity of construction of railroads.

Part E is concerned with liability of railroad corporations to public control, forfeitures and dissolution, and service of process.

Part F deals with statutory provisions regarding management, construction, and extension.

Part G is concerned with a variety of subjects, namely, corporate powers relating to the alteration of the provisions of incorporation, to consolidation, merger, etc., to changes in capital stock, and to foreign corporations.

The figures in the body of the following table indicate that the state in question has a statute conforming to the statement made in the boxing of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

- C Constitution.
- C. C Criminal Code.
- P. C Penal Code.
- C. C. P. . Code of Civil Procedure.
- S. L. Session Laws. References to Session Laws are to pages, except where indicated by ch. (chapter).
- R. Repealed.

The following is the explanation of the signs used in the tables:

- * When ordered by commission.
- † With the consent of commission.
- ‡ Unless otherwise allowed by the commission.
- †† Approved by the commission.

Table V.—CONDITIONS OF RAIL-

A.—Statutory provisions relative

State or Territory.	Year.	GENERAL PROVISIONS.							
		Railroads may be incorporated by special act only.	Railroads may be incorporated under general laws only.	Railroads may be incorporated by special act or under general laws.	With what officer are articles of incorporation to be filed?	Minimum subscriptions necessary before articles of incorporation can be filed.	Minimum cash payments on stock subscribed before articles of incorporation can be filed.	By whom must articles of incorporation be approved before they are filed?	Public officer receiving articles of incorporation to issue certificate or "patent."
Alabama	1890		C. XIV, 1		Secretary of state (1161).	10 per cent (1161).	2 per cent (1161).		1161
	1902		C. XIV, 1		do	do	do		1161
Alaska									
Arizona	1890		U. S. Rev. Stat., sec. 1889.		Secretary of the territory (298).	\$1,000 permile (296).			
	1901								
	1902		do		do	do			
Arkansas	1890		C. V, 48		Secretary of state (6148).	\$1,000 permile (6148).			
	1899					\$2,000 permile (366).		State board of incorporation (367).	
	1902		C. V, 48		do	do		do	
California	1890		C. XII, 1		Secretary of state and clerk of county of principal office (296).	\$1,000 per mile (293).	10 per cent (291).		
	1897								
	1902		C. XII, 1		do	do	do		
Colorado	1890		C. XV, 2		Secretary of state and recorders of counties (473).				
	1902		C. XV, 2		do				
Connecticut	1890			3433	Secretary of state (3435).	\$500 per mile (3436).	10 per cent (3436).		
	1902			3433	do	do	do		
Delaware	1890	Yes							
	1897	R. (C. IX, 1)	C. IX, 1						
	1899				Secretary of state (471).	\$2,000 per mile (471).	\$2,000 per mile (471).	A judge of superior court (471).	
	1902		C. IX, 1		do	do	do	do	
Dist. of Columbia.	1890			1	Recorder of deeds (134).	\$50,000 (134).	5 per cent (134).		
	1902			1	do	do	do		
Florida	1890		C. III, 25		Secretary of state (2125).				2125
	1901					10 per cent (34).			
	1902		C. III, 25		do	do			2125
Georgia	1890		C. II, 7, 18		Secretary of state (1689a).				1689a
	1891				Above repealed and reenacted (159).				Above repealed and reenacted (159).
	1892				Above repealed and reenacted (2160).				Above repealed and reenacted (2161).
	1902		C. II, 7, 18		do				do

ROAD INCORPORATION.

to organization.

GENERAL PROVISIONS.								State or Territory.
Must public necessity of railroads be determined before incorporation is effected? How?	Name must be one not already used by a corporation.	Articles of incorporation, or record, or copy, to be presumptive evidence of incorporation and of facts therein stated.	Minimum number of incorporators.	Qualifications of incorporators.	Limit of duration of corporation.	Renewals.	What special provision is there for the incorporation of narrow-gauge or other railroads?	
			7 (1156)					Alabama.
			7 (1156)					
								Alaska.
		298	5 (296)		50 years (296)			Arizona.
						For periods not exceeding 50 years (842).		
		298	5 (296)		do.	do.		
		6150	5 (6148)		99 years (6148)			Arkansas.
State board of incorporation (367).			10 (365)	Majority must be citizens of counties entered by railroad (365).	50 years (366)			
do.		6150	10 (365)	do.	do.			
		297	5 (285)	Majority must be residents of State (285).	50 years (290; 401).			California.
							Cities or towns owning parks outside their limits may grant franchises to railroads to run out to such parks (46).	
		297	5 (285)	do.	do.		do.	
	625	475	5 (599)		50 years (600).	For periods not exceeding 50 years (600).		Colorado.
	625	475	5 (599)		do.	do.		
		3436	25 (3433)					Connecticut.
		3436	25 (3433)					
								Delaware.
		472	9 (470)					
		472	9 (470)					
		135	7 (134)					Dist. of Columbia
		135	7 (134)					
	2151	2126	3 (2122)					Florida.
	2151	2126	3 (2122)					
		1689b	3 (1689a)		50 years (1689u)	By legislative enactment (1689u).		Georgia.
		Above repealed and re-enacted (159).	Above repealed and re-enacted (159).		Above repealed and re-enacted (167).	Above repealed and re-enacted (167).		
		Above repealed (2160).	Above repealed (2160).		Above repealed (2166).	Above repealed (2166).		
			10 (2160).		101 years (2166).	By general laws (2166).		
			do.		do.	do.		

Table V.—CONDITIONS OF RAIL-

A.—Statutory provisions relative

State or Territory.	Year.	GENERAL PROVISIONS.							
		Railroads may be incorporated by special act only.	Railroads may be incorporated under general laws only.	Railroads may be incorporated by special act or under general laws.	With what officer are articles of incorporation to be filed?	Minimum subscriptions necessary before articles of incorporation can be filed.	Minimum cash payments on stock subscribed before articles of incorporation can be filed.	By whom must articles of incorporation be approved before they are filed?	Public officer receiving articles of incorporation to issue certificate or "patent."
Idaho	1890		C. XI, 2		Secretary of state and county recorder (2584).	\$1,000 per mile (2582).			
	1902		C. XI, 2		do	do			
Illinois	1890		C. XI, 1		Secretary of state (4).				
	1902		C. XI, 1		do				
Indiana	1890		C. 212		Secretary of state (5285).	\$50,000, or \$1,000 per mile (5284).			
	1902		C. 212		do	do			
Indian Territory									
Iowa	1890		C. VIII, 1		Secretary of state (1610).				
	1902		C. VIII, 1		do				
Kansas	1890		C. 12-1		Secretary of state (66-11).				
	1898							Charter board, i.e., attorney-general, secretary of state, and State bank commissioner (27).	
	1902		C. 12-1		do			do	
Kentucky	1890	Yes.							
	1891	R. (C. 59).	C. 59		Commission and secretary of state (763).	\$250 per mile (763).	20 per cent (763).		
	1893								
	1902		C. 59		do	do	do		
Louisiana	1890		C. 247		Recorder of mortgages (141).				
	1898		C. 275						
	1902		C. 275		do				
Maine	1890		1; C. IV, 14		Secretary of state (3).	All stock (2).	5 per cent (2).	Commission (3).	3
	1902		1; C. IV, 14		do	do	do	do	3
Maryland	1890		C. III, 48		Secretary of state (159).				
	1902		C. III, 48		do				
Massachusetts	1890			29; 34			10 per cent (43).	Commission (44).	44
	1902			29; 34			do	do	44

ROAD INCORPORATION—Continued.

to organization—Continued.

GENERAL PROVISIONS.

Must public necessity of railroads be determined before incorporation is effected? How?	Name must be one not already used by a corporation.	Articles of incorporation, or record, or copy, to be presumptive evidence of incorporation and of facts therein stated.	Minimum number of incorporators.	Qualifications of incorporators.	Limit of duration of corporation.	Renewals.	What special provision is there for the incorporation of narrow-gauge or other railroads?	State or Territory.
		2585	5 (2576)	Majority must be residents of Idaho (2576).	50 years (2579; 2649).			Idaho.
		2585	5 (2576)	do.	do.			
		4	5 (1)		50 years (5)	For periods not over 50 years (5).		Illinois.
		4	5 (1)		do.	do.		
		5285	15 (5284)					Indiana.
		5285	15 (5284)					
								Indian Territory.
			Any number (1607).		50 years (1618).	For periods not over 50 years (1618).		Iowa.
			do.		do.	do.		
		66-11	5 (66-3)	At least 3 must be citizens of State (66-10).		For such periods as two-thirds stockholders approve (66-38).		Kansas.
		66-11	5 (66-3)	do.		do.		
								Kentucky.
		766	7 (763)					
		766	do.					
			6 (140)		99 years (140).			Louisiana.
			6 (140)		do.			
		13	10 (1)	Majority must be citizens of Maine (1).				Maine.
		13	10 (1)	do.				
		159	5 (158)	3 must be citizens of State (158).				Maryland.
		159	5 (158)	do.				
	36	44	25 (34)	Majority to be inhabitants of State (34).			Corporations of 15 or more (majority being inhabitants of State) may organize to construct railroad or railroad and telegraph in any foreign country (225).	Massachusetts.
	36	44	25 (34)	do.			do.	

1 Conclusive evidence.

Table V.—CONDITIONS OF RAIL-

A.—Statutory provisions relative

State or Territory.	Year.	GENERAL PROVISIONS.							
		Railroads may be incorporated by special act only.	Railroads may be incorporated under general laws only.	Railroads may be incorporated by special act or under general laws.	With what officer are articles of incorporation to be filed?	Minimum subscriptions necessary before articles of incorporation can be filed.	Minimum cash payments on stock subscribed before articles of incorporation can be filed.	By whom must articles of incorporation be approved before they are filed?	Public officer receiving articles of incorporation to issue certificate or "patent."
Michigan.....	1890		C. XV, 1		Secretary of state (H 3313).	\$500 per mile (H 3313).	5 per cent (H 3313).		
	1902		C. XV, 1		do. (M 6223)	do. (M 6223)	do. (M 6223)		
Minnesota.....	1890		C. X, 1		Secretary of state (2594).				3394
	1902		C. X, 1		do.				3394
Mississippi.....	1890		C. 178		Governor (3573); secretary of state, and recorders of deeds of counties (3574).			Attorney-general (3573).	3573
	1902		C. 178		do.			do.	3573
Missouri.....	1890		C. XII, 2		Secretary of state (2542).	\$1,000 per mile (standard), and \$500 per mile (narrow) (2544).	5 per cent (2544).		
	1902		C. XII, 2		do. (1034)	do. (1036)	do. (1036)		
Montana.....	1890		C. V, 26; C. XV, 2.		Secretary of state, county clerk, and county recorder (678).	5 per cent (683).			
	1893								
	1895				Above repealed; county clerk and secretary of state (406).	Repealed.			
	1902		C. V, 26; C. XV, 2.		do.				
Nebraska.....	1890		C. XI, 1		Secretary of state (16-73).				
	1902		C. XI, 1		do.				
Nevada.....	1890		C. VIII, 1		Secretary of state (836).	\$1,000 per mile (834).	10 per cent (834).		
	1902		C. VIII, 1		do.	do.	do.		
New Hampshire.....	1890			Ch. 14-5; Ch. 156-1.	Secretary of state and clerks of cities and towns entered (433).	All of stock (433).			434
	1902			Ch. 14-5; Ch. 156-1.	do.	do.			434

ROAD INCORPORATION—Continued.

to organization—Continued.

GENERAL PROVISIONS.								
Must public necessity of railroads be determined before incorporation is effected? How?	Name must be one not already used by a corporation.	Articles of incorporation, or record, or copy, to be presumptive evidence of incorporation and of facts therein stated.	Minimum number of incorporators.	Qualifications of incorporators.	Limit of duration of corporation.	Renewals.	What special provision is there for the incorporation of narrow-gauge or other railroads?	State or Territory.
		H 3316	7 (H 3313)				Corporations may organize under railroad law to construct and operate a railroad bridge or railroad tunnel (H 3313). do. (M 6223).	Michigan.
		M 6227	7 (M 6223)					
			5 (2592)		Any fixed in articles of incorporation (2596).	As voted by two-thirds stockholders (3400, and 1901-284).		Minnesota.
			5 (2592)		do.	do.		
			1 (3572)		99 years (C. 178)			Mississippi.
			1 (3572)		do.			
		2545	5 (2542)					Missouri.
		1037	5 (1034)					
		678	5 (677)					Montana.
			Above repealed: 3 (392).		20 years (403)	Term may be increased, but not to exceed 40 years (412-4). do. (562).		
		678	do		do	do.		
		16-73	5 (16-72)			By order of a court (16-37).		Nebraska.
		16-73	5 (16-72)			do.		
		836	10 (834)		50 years (835)		Three or more may incorporate to construct railroad with gauge not over 3 feet, with stock of \$200 per mile (906). do.	Nevada.
		836	10 (834)		do			
Supreme court (434).	433		25 (433)	Majority must be residents of State (433).				New Hampshire
do.	433		25 (433)	do.				

Table V.—CONDITIONS OF RAIL-

A.—Statutory provisions relative

State or Territory.	Year.	GENERAL PROVISIONS.							Public officer receiving articles of incorporation to issue certificate or "patent."
		Railroads may be incorporated by special act only.	Railroads may be incorporated under general laws only.	Railroads may be incorporated by special act or under general laws.	With what officer are articles of incorporation to be filed?	Minimum subscriptions necessary before articles of incorporation can be filed.	Minimum cash payments on stock subscribed before articles of incorporation can be filed.	By whom must articles of incorporation be approved before they are filed?	
New Jersey.....	1890		C. IV-VII, c. 11.		Secretary of state (1).	\$2,000 permile (46).	All (46).....		
	1902		C. IV-VII, c. 11.		do	do	do		
New Mexico.....	1890		U. S. Rev. Stat., sec. 1889.		Secretary of territory (3809).	\$1,000 permile (3807).	10 per cent (3807).		
	1902		do		do	do	do		
New York.....	1890		Con. III, 18; VIII, 1.		Secretary of state (1).	\$1,000 permile (2).	10 per cent (2).		
	1891				do. (C. 5)	Repealed	10 per cent of all capital (R 2).		
	1895								
	1901								
	1902		do		do		do		
North Carolina...	1890		C. VIII, 1		Secretary of state (1936).	\$1,000 permile (1933).	5 per cent (1933).		
	1902		C. VIII, 1		do	do	do		
North Dakota	1890		C. 131		Secretary of state (2868).				2868
	1902		C. 131		do				2868
Ohio.....	1890		C. XIII, 1, 2		Secretary of state (3238).				
	1902		C. XIII, 1, 2		do				
Oklahoma.....	1893		U. S. Rev. Stat., sec. 1889.		Secretary of territory (1002).				1002
	1902		do		do				1002

ROAD INCORPORATION—Continued.

to organization—Continued.

GENERAL PROVISIONS.								State or Territory.
Must public necessity of railroads be determined before incorporation is effected? How?	Name must be one not already used by a corporation.	Articles of incorporation, or record, or copy, to be presumptive evidence of incorporation and of facts therein stated.	Minimum number of incorporators.	Qualifications of incorporators.	Limit of duration of corporation.	Renewals.	What special provision is there for the incorporation of narrow-gauge or other railroads?	
		3	13 (1)				Corporations may be formed to construct and operate railroads wholly or partly underground, for mining purposes (48). do.	New Jersey.
		3	13 (1)			As voted by two-thirds stock (630).		
		3811	4 (3804)		50 years (3805)			New Mexico.
		3811	4 (3804)		do.			
		3	25 (1)				Narrow-gauge railroads with capital not less than \$3,000 may be formed (378); corporations may be formed to build railroads in foreign countries (428); 50 taxpayers of any county may petition justice of supreme court to order appointment of 5 commissioners to effect organization of railroad (391-408).	New York.
By commission (R 59).	C. 6	C. 9	15 (R 2)	Two-thirds must be citizens of United States and one a resident of State (C. 4).		For a period not exceeding original (C. 32).		
do	C. 6	C. 9	15 (R 2)	do		For any period approved by two-thirds stock (977). do	do. (R 2: 17; 145-161).	
		1934	25 (1932)		60 years (687)			North Carolina
		1934	25 (1932)		do.			
		2870	5 (2944)	One-third must be residents of State (2864).	20 years (2882)	For one term not exceeding 20 years (2909). do.		North Dakota
		2870	5 (2944)	do	do			
	3238a; also 96-3238	3238	5 (3236)	Majority must be citizens of State (3236). do.				Ohio.
	3238a; also 96-3238	3238	5 (3236)	do.				
		937	5 (1002)	One-third must be residents of Territory (934). do.				Oklahoma.
		937	5 (1002)	do.				

Table V.—CONDITIONS OF RAIL-

A.—Statutory provisions relative

State or Territory.	Year.	GENERAL PROVISIONS.							
		Railroads may be incorporated by special act only.	Railroads may be incorporated under general laws only.	Railroads may be incorporated by special act or under general laws.	With what officer are articles of incorporation to be filed?	Minimum subscriptions necessary before articles of incorporation can be filed.	Minimum cash payments on stock subscribed before articles of incorporation can be filed.	By whom must articles of incorporation be approved before they are filed?	Public officer receiving articles of incorporation to issue certificate or "patent."
Oregon	1890		C. XI, 2		Secretary of state and county clerks (3218).				
	1902		C. XI, 2		do				
Pennsylvania ...	1890			1; 10	Secretary of state and recorder of county (10).	\$5,000permile (12).	10 per cent (12).		2; 18
	1891								
Rhode Island.....	1902			1; 10	do	do	do		2; 18
	1890	Yes.							
	1892	C. Amend. IX; also 99-527.							
	1902	do.							
South Carolina ...	1890	1542							
	1899	R. (C. 12-1)		64; C. 12-1	Secretary of state (64).	\$500 per mile (66).	20 per cent (66).		67
	1902			64; C. 12-1	do	do	do		67
South Dakota.....	1890		C. 191		Secretary of state (2972).				2972
	1902		C. 191		do				2972
Tennessee	1890		C. 11-8		Secretary of state (2026).				
	1902		C. 11-8		do				
Texas	1890		C. III, 56; C. XII, 1		Secretary of state (4102).	\$1,000permile (4100).	5 per cent (4100).	Attorney-general (4103).	
	1902		C. III, 56; C. XII, 1		do	do	do	do	
Utah	1890		U. S. Rev. Stat., sec. 1889, p. 94.		Auditor and secretary of state (2319).	\$1,000 permile (2316).	10 per cent (2316).		2319
	1892								
	1896		C. 12-1						
	1898				County clerk and secretary of state (319).	do. (432)	do. (432)		319
	1899								
	1901								
Vermont	1902		C. 12-1		do	do	do		319
	1890			C. II, 9; 3750	Secretary of state (3752).	\$5,000 per mile for 20 miles, and \$1,000 per mile thereafter (3752).	10 per cent (3752).		
	1902			C. II, 9; 3750	do	do	do		

ROAD INCORPORATION—Continued.

to organization—Continued.

GENERAL PROVISIONS.								State or Territory.
Must public necessity of railroads be determined before incorporation is effected? How?	Name must be one not already used by a corporation.	Articles of incorporation, or record, or copy, to be presumptive evidence of incorporation and of facts therein stated.	Minimum number of incorporators.	Qualifications of incorporators.	Limit of duration of corporation.	Renewals.	What special provision is there for the incorporation of narrow-gauge or other railroads?	
		3219	3 (3217)					Oregon.
		3219	3 (3217)					
		13	9 (10)				Nine or more persons may organize narrow-gauge railroad with minimum capital of \$6,000 (54); 3 or more may organize to build railroad not over 6 miles long (52); corporations may organize to erect and operate inclined-plane railways (251-260).	Pennsylvania.
		13	9 (10)			For any period (46). do	do.	
								Rhode Island.
			3 (64)		None (69)			South Carolina.
			3 (64)		do.			
		2907	5 (2972)					South Dakota.
		2907	5 (2972)					
		2065	5 (2412)				Railroad terminal companies may be incorporated (2429) do.	Tennessee.
		2065	5 (2412)					
			10 (4099)		50 years (4106-7)	As ordered by vote of three-fourths stock (4106-7). do.		Texas.
			10 (4099)		do			
		2319	10 (2315)	Two-thirds must be residents of Utah (2315).	50 years (2317)			Utah.
			7 (7)					
		319	5 (314)	One to be a resident of Utah (314).	3-50 years (315)			
	75							
	75	319	5 (314)	do	5-100 years (20) do.			
	3750	3765	25 (3750)					Vermont.
	3750	3765	25 (3750)					

Table V.—CONDITIONS OF RAIL-
A.—Statutory provisions relative

State or Terri- tory.	Year.	GENERAL PROVISIONS.							
		Railroads may be in- corporated by special act only.	Railroads may be in- corporated under gen- eral laws only.	Railroads may be in- corporated by special act or un- der general laws.	With what officer are articles of in- corporation to be filed?	Minimum sub- scriptions nec- essary before articles of in- corporation can be filed.	Minimum cash payments on stock sub- scribed before articles of in- corporation can be filed.	By whom must articles of incorpora- tion be ap- proved before they are filed?	Public offi- cer receiv- ing articles of incorpora- tion to issue cer- tificate or "patent."
Virginia	1890	1106							
	1902	1106 (but see const. of Va. [1903]154)							
Washington	1890		C. XII, 1		Secretary of state and auditor of county of prin- cipal office (1498).				
	1902		C. XII, 1		do. (4251)				
West Virginia	1890		C. XI, 1; 501		Secretary of state (523).				523
	1902		C. XI, 1; 501		do				523
Wisconsin	1890		C. XI, 1		Secretary of state (1820).				1820
	1902		C. XI, 1		do				1820
Wyoming	1890		C. X, 1		Secretary of state (501).				
	1902		C. X, 1		do				

ROAD INCORPORATION—Continued.

to organization—Continued.

GENERAL PROVISIONS.								State or Territory.
Must public necessity of railroads be determined before incorporation is effected? How?	Name must be one not already used by a corporation.	Articles of incorporation, or record, or copy, to be presumptive evidence of incorporation and of facts therein stated.	Minimum number of incorporators.	Qualifications of incorporators.	Limit of duration of corporation.	Renewals.	What special provision is there for the incorporation of narrow-gauge or other railroads?	
								Virginia.
		1499	2 (1498)		50 years (1498)			Washington.
		4252	2 (4251)		do. (4251).			
	503		5 (523)					West Virginia.
	503		5 (523)					
			5 (1820)					Wisconsin.
			5 (1820)					
		502; 511	3 (501)		50 years (501)			Wyoming.
		502; 511	3 (501)		do.			

Table V.—CONDITIONS OF RAIL-
A.—Statutory provisions relative

State or Territory.	Year.	DETAILS OF ARTICLES OF INCORPORATION.								
		Name.	Object.	Time of commencement and term.	Amount of capital stock.	Number of shares.	Amount of each share.	Amount and number of shares of common stock.	Amount and number of shares of preferred stock.	Maximum of capital stock.
Alabama	1890 1902	1157 1157			1157 1157	1157 1157				
Alaska										
Arizona	1890 1902	297 297		297 297	297 297					
Arkansas	1890 1902	6148 6148		6148 6148	6148 6148					
California	1890 1902	290 290	290 290	290 290	290 290	290 290				
Colorado	1890 1902	473 473	473 473	473 473	473 473	473 473				
Connecticut	1890 1902	3434 3434			3434 3434					
Delaware	1890 1899 1902	470 470			470 470	470 470				
Dist. of Columbia	1890 1902	134 134			134 134	134 134				
Florida	1890 1902	2123 2123	2123 2123	2123 2123	2123 2123	2123 2123	2123 2123			
Georgia	1890 1891 1892 1902	1689a 159 2160 2160		2160 2160	1689a 159 2160 2160	1689a R. (159)		2160 2160	2160 2160	
Idaho	1890 1902	2579 2579	2579 2579	2579 2579	2579 2579	2579 2579				
Illinois	1890 1902	3 3		3 3	3 3	3 3	3 3			
Indiana	1890 1902	5284 5284			5284 5284	5284 5284				
Indian Territory										
Iowa	1890 1902	1613 1613	1613 1613	1613 1613	1613 1613					
Kansas	1890 1902	66-5 66-5	66-5 66-5	66-5 66-5	66-5 66-5	66-5 66-5				
Kentucky	1890 1893 1902	763 763 763	539 539	763 763	763 763 763	763 763				
Louisiana	1890 1902	141 141	141 141	140 140	141 141	141 141	141 141			
Maine	1890 1902	1 1			1 1	1 1				
Maryland	1890 1902	159 159			159 159					
Massachusetts	1890 1902	35 35			35 35					
Michigan	1890 1902	H 3313 M 6223		H 3313 M 6223	H 3313 M 6223	H 3313 M 6223				
Minnesota	1890 1902	2594 2594	2594 2594	2594 2594	2594 2594	2594 2594	2594 2594			
Mississippi	1890 1902	3572 3572								
Missouri	1890 1902	2542 1034		2542 1034	2542 1034	2542 1034				

¹ These are details required to be published; details of articles of incorporation not specified.

ROAD INCORPORATION—Continued.
to organization—Continued.

DETAILS OF ARTICLES OF INCORPORATION.										State or Territory.
Whether private property of stockholders shall be liable for corporation debts.	Whether stock is assessable.	Time and manner of paying for stock.	That required amount of stock has been paid in.	In what officers or persons the management of the corporation's affairs shall be vested.	Number and kind of officers, term, and mode of election.	Number of directors.	Names of first directors.	Addresses of first directors.	Quorum of directors.	
										Alabama.
										Alaska.
							297 297			Arizona.
						6148 6148	6148 6148			Arkansas.
			291 291			290 290	290 290	290 290		California.
				599 599		473 473	473 473			Colorado.
							3434 3434	3434 3434		Connecticut.
							470 470	470 470		Delaware.
						134 134	134 134			Dist. of Columbia.
		2123 2123		2123 2123			2123 2123			Florida.
							1689a R. (159)	1689a R. (159)		Georgia.
						2579 2579	2579 2579			Idaho.
				3 3			3 3			Illinois.
						5284 5284	5284 5284			Indiana.
										Indian Territory.
1613 1613				1613 1613						Iowa.
						66-5 66-5	66-5 66-5	66-5 66-5		Kansas.
539 539				539 539		763 763	763 763			Kentucky.
		141 141								Louisiana.
							1 1	1 1		Maine.
										Maryland.
							35 35			Massachusetts.
						H 3313 M 6223	H 3313 M 6223			Michigan.
		2594 2594		2594 2594	2594 2594		2594 2594			Minnesota.
										Mississippi.
							2542 1034	2542 1034		Missouri.

Table V.—CONDITIONS OF RAIL-

A.—Statutory provisions relative

State or Territory.	Year.	DETAILS OF ARTICLES OF INCORPORATION.								
		Name.	Object.	Time of commencement and term.	Amount of capital stock.	Number of shares.	Amount of each share.	Amount and number of shares of common stock.	Amount and number of shares of preferred stock.	Maximum of capital stock.
Montana.....	1890	678			678					
	1895	403	403	403	403	403				
	1902	403	403	403	403	403				
Nebraska	1890	16-73				16-73				
	1902	16-73				16-73				
Nevada	1890	835		835	835		835			
	1902	835		835	835		835			
New Hampshire ...	1890	433			433					
	1902	433			433					
New Jersey	1890	1		1	1	1				
	1902	1		1	1	1				
New Mexico	1890	3805	3805	3805	3805	3805				
	1902	3805	3805	3805	3805	3805				
New York.....	1890	1		1	1	1				
	1891	R 2		R 2	R 2	R 2		R 2	R 2	
	1902	R 2		R 2	R 2	R 2		R 2	R 2	
North Carolina	1890	1932		1932	1932	1932				
	1902	1932		1932	1932	1932				
North Dakota.....	1890	2944			2944	2944		2944	2944	
	1902	2944			2944	2944		2944	2944	
Ohio	1890	3236	3236		3236	3236				
	1902	3236	3236		3236	3236				
Oklahoma	1893	1002			1002	1002		1002	1002	
	1902	1002			1002	1002		1002	1002	
Oregon.....	1890	3220	3220	3220	3220		3220			
	1902	3220	3220	3220	3220		3220			
Pennsylvania.....	1890	10		10	10	10				
	1902	10		10	10	10				
Rhode Island										
South Carolina.....	1890	1542		1542	1542					
	1899	64	64	R.	64		64			64
	1902	64	64		64		64			64
South Dakota.....	1890	2972		2902	2972	2972		2972	2972	
	1902	2972		2902	2972	2972		2972	2972	
Tennessee	1897	2412								
	1897				158					
	1902	2412			158					
Texas	1890	4101		4101	4101	4101				
	1902	4101		4101	4101	4101				
Utah	1890	2317		2317	2317					
	1898	315	315	315	R.		315			315
	1902	315	315	315			315			315
Vermont.....	1890	3750			3750	3750				
	1902	3750			3750	3750				
Virginia										
Washington.....	1890	1498	1498	1498	1498	1498				
	1902	4251	4251	4251	4251	4251				
West Virginia.....	1890	523	523		523		523			
	1902	523	523		523		523			
Wisconsin.....	1890	1820			1820	1820		1820	1820	
	1902	1820			1820	1820		1820	1820	
Wyoming	1890	501	501	501	501	501				
	1902	501	501	501	501	501				

¹ Provisions of act of incorporation.

ROAD INCORPORATION—Continued.
to organization—Continued.

DETAILS OF ARTICLES OF INCORPORATION.										State or Territory.
Whether private property of stockholders shall be liable for corporation debts.	Whether stock is assessable.	Time and manner of paying for stock.	That required amount of stock has been paid in.	In what officers or persons the management of the corporation's affairs shall be vested.	Number and kind of officers, term, and mode of election.	Number of directors.	Names of first directors.	Addresses of first directors.	Quorum of directors.	
	403 403					403 403	403 403			Montana.
										Nebraska.
						835 835	835 835			Nevada.
							433 433			New Hampshire.
							1 1	1 1		New Jersey.
			3805 3805			3805 3805	3805 3805	3805 3805		New Mexico.
							1 R 2 R 2	1 R 2 R 2		New York.
							1932 1932	1932 1932		North Carolina.
							2944 2944			North Dakota.
										Ohio.
							1002 1002	1002 1002		Oklahoma.
										Oregon.
							10 10	10 10		Pennsylvania.
										Rhode Island.
		64 64								South Carolina.
							2972 2972	2972 2972		South Dakota.
										Tennessee.
				4101 4101			4101 4101			Texas.
315 315						2317 315 315	2317 315 315		90-71 315 315	Utah.
							3750 3750	3750 3750		Vermont.
										Virginia.
							1498 4251			Washington.
										West Virginia.
							1820 1820	1820 1820		Wisconsin.
						501 501	501 501			Wyoming.

Table V.—CONDITIONS OF RAIL-

A.—Statutory provisions relative

State or Territory.	Year.	DETAILS OF ARTICLES OF INCORPORATION.							
		Mode of election of directors.	Place of principal business office.	Termini.	Approximate length of line.	Location of branches.	Name of each county entered.	Name of each city, town, etc., entered.	Names of States and Territories entered.
Alabama.....	1890			1157					
	1902			1157					
Alaska.....	1890								
	1902								
Arizona.....	1890			297	297		297		
	1902			297	297		297		
Arkansas.....	1890			6148	6148		6148		
	1902			6148	6148		6148		
California.....	1890		290	291	291	291			291
	1902		290	291	291	291			291
Colorado.....	1890		473	599			473		
	1902		473	599			473		
Connecticut.....	1890		3431	3434	3434			3434	
	1902		3434	3434	3434			3434	
Delaware.....	1890								
	1899								
	1902		470	470	470		470		
Dist. of Columbia.....	1890			134	134				
	1902			134	131				
Florida.....	1890			2238	2238		2238		
	1902			2238	2238		2238		
Georgia.....	1890			1689a	1689a		1689a		
	1891			159	R. (159)		R. (159)		
	1892		2160	2160	2160		2160		
	1902		2160	2160	2160		2160		
Idaho.....	1890		2579	2580	2580	2580			2580
	1902		2579	2580	2580	2580			2580
Illinois.....	1890		3	3					
	1902		3	3					
Indiana.....	1890			5284	5284		5284		
	1902			5284	5284		5284		
Indian Territory.....									
Iowa.....	1890		1613						
	1902		1613						
Kansas.....	1890		66-5	66-6	66-6		66-6		66-6
	1902		66-5	66-6	66-6		66-6		66-6
Kentucky.....	1890								
	1893		539	763	763		763		
	1902		539	763	763		763		
Louisiana.....	1890	141	141						
	1902	141	141						
Maine.....	1890			1	1		1	1	
	1902			1	1		1	1	
Maryland.....	1890			159			159	159	
	1902			159			159	159	
Massachusetts.....	1890			35	35		35	35	
	1902			35	35		35	35	
Michigan.....	1890			H 3313	H 3313		H 3313		
	1902			M 6223	M 6223		M 6223		
Minnesota.....	1890		2591						
	1902		2591						
Mississippi.....	1890			3572			3572	3572	
	1902			3572			3572	3572	
Missouri.....	1890			2542	2542		2542		
	1902			1034	1034		1034		

Table V.—CONDITIONS OF RAIL-

A.—Statutory provisions relative

State or Territory.	Year.	DETAILS OF ARTICLES OF INCORPORATION.							
		Mode of election of directors.	Place of principal business office.	Termini.	Approximate length of line.	Location of branches.	Name of each county entered.	Name of each city, town, etc., entered.	Names of States and Territories entered.
Montana.....	1890			678			678		678
	1895		403	403			403		403
	1902		403	403			403		403
Nebraska.....	1890			16-73			16-73		
	1902			16-73			16-73		
Nevada.....	1890			835	835		835		
	1902			835	835		835		
New Hampshire...	1890			433	433		433	433	
	1902			433	433		433	433	
New Jersey.....	1890			1	1		1		
	1902			1	1		1		
New Mexico.....	1890		3805	3805	3805	3805			
	1902		3805	3805	3805	3805			
New York.....	1890			1	1		1		
	1891		R 2	R 2	R 2		R 2		R 2
	1902		R 2	R 2	R 2		R 2		R 2
North Carolina....	1890			1932	1932		1932		
	1902			1932	1932		1932		
North Dakota.....	1890			2944	2944		2944		
	1902			2944	2944		2944		
Ohio.....	1890		3236	3237			3237		3237
	1902		3236	3237			3237		3237
Oklahoma.....	1893			1002	1002	933	1002		
	1902			1002	1002	933	1002		
Oregon.....	1890		3220	3220					
	1902		3220	3220					
Pennsylvania.....	1890			10	10		10		
	1902			10	10		10		
Rhode Island.....									
South Carolina.....	1890			1542					
	1899		64	64	64		64	64	
	1902		64	64	64		64	64	
South Dakota.....	1890		2902	2972	2972	2902	2972		
	1902		2902	2972	2972	2902	2972		
Tennessee.....	1890			2412			2412		
	1897								
	1902			2412			2412		
Texas.....	1890		4101	4101			4101		
	1902		4101	4101			4101		
Utah.....	1890			2317	2317		2317		
	1898		315	432	432		432		
	1902		315	432	432		432		
Vermont.....	1890			3750	3750		3750	3750	
	1902			3750	3750		3750	3750	
Virginia.....									
Washington.....	1890		1498						
	1902		4251						
West Virginia.....	1890		523	523					
	1902		523	523					
Wisconsin.....	1890			1820	1820		1820		
	1902			1820	1820		1820		
Wyoming.....	1890		501						
	1902		501						

Table V.—CONDITIONS OF RAIL-

B.—Statutory provisions relative

State or Territory.	Year.	Stock declared to be personalty.	Minimum of capital stock.	Stock must equal cost of road and equipment.	Stock may be issued for property.	Stock may be issued for services.	What proportion of stock must be paid when subscription is made?	Result of failure to pay for stock as required by board of directors.	Par value of shares, if fixed by law.
Alabama	1890				C. XIV, 6; 1160	C. XIV, 6; 1160		Directors may bring suit or may declare forfeiture (1184-5).	
	1902				C. XIV, 6; 1160	C. XIV, 6; 1160		do	
Alaska									
Arizona	1890	307		297				Directors may bring suit or sell enough to pay assessment (308).	\$100 (297)
	1902	307		297				do	\$100 (297)
Arkansas	1890	6164	\$7,000 per mile (6153).	6148; also 99-366				Forfeiture (6162)	
	1902	6164	do	6148; also 99-366				do	
California	1890	324			C. XII, 11; 359	C. XII, 11; 359		Directors may sell enough to pay assessment (331).	
	1902	324			C. XII, 11; 359	C. XII, 11; 359		do	
Colorado	1890	480			C. XV, 9	C. XV, 9		Corporation may bring suit or may declare forfeiture (480).	From \$1 to \$100 (480)
	1902	480			C. XV, 9	C. XV, 9		do	do
Connecticut	1890		\$10,000 per mile (3434-7).				10% (3437)		\$100 (3435)
	1902		do				10% (3437)		\$100 (3435)
Delaware	1890							To be determined by corporation (566).	
	1897				C. IX, 3; also 1901-261.	C. IX, 3; also 1901-261.			
	1899	473	\$5,000 per mile (470).					Forfeiture (449)	
	1901							Stock to be sold; if required amount is not offered, stock forfeited to company (263).	
	1902	473	do		C. IX, 3; also 1901-261.	C. IX, 3; also 1901-261.		do	
Dist. of Columbia	1890	136						Corporation may bring suit or may declare forfeiture (137).	
	1902	136						do	
Florida	1890	2130			2128, and 1901-35.	2128, and 1901-35.		Forfeiture (2129)	\$100 (2240)
	1902	2130			2128, and 1901-35.	2128, and 1901-35.		do	\$100 (2240)
Georgia	1890	1689g						Forfeiture (1689f).	
	1891	Repealed and reenacted (160).						Repealed and reenacted (160).	\$100 (159)
	1892	Repealed and reenacted (2165).			2164			Repealed (2164); corporation may bring suit or may sell shares, paying back amount realized above assessment (2164).	Repealed and reenacted (2162).
	1902	do			2164			do	do

Table V.—CONDITIONS OF RAIL-

B.—Statutory provisions relative to

State or Territory.	Year.	Stock declared to be personality.	Minimum of capital stock.	Stock must equal cost of road and equipment.	Stock may be issued for property.	Stock may be issued for services.	What proportion of stock must be paid when subscription is made?	Result of failure to pay for stock as required by board of directors.	Par value of shares, if fixed by law.
Idaho.....	1890	2611	Indebtedness, or estimated cost of railroad (2637).					Corporation may bring suit or may sell enough to pay assessment (2623; 2632).	
	1891								
	1902	2611	do					do	
Illinois.....	1890	14			C. XI, 13	C. XI, 13		Forfeiture (13).	
	1902	14			C. XI, 13	C. XI, 13		do	
Indiana.....	1890	5297			5299-5300			Forfeiture (5295).	
	1902	5297			5299-5300			do	
Indian Territory ..									
Iowa.....	1890								
	1902								
Kansas.....	1890	66-22						Forfeiture (66-20, 21)	
	1902	66-22						do	
Kentucky.....	1890								
	1891				C. 193	C. 193			
	1893				568	568		Stock may be sold; if no bidder appears, it is forfeited to corporation (543).	
	1902				568	568		do	
Louisiana.....	1890				C. 238	C. 238			
	1898 1902				C. 266 C. 266	C. 266 C. 266			
Maine.....	1890	55	\$6,000 per mile (standard); \$3,000 per mile (narrow) (1).		46-45				
	1902	55	do		46-45				
Maryland.....	1890	162					10% (163)	Stock may be sold, surplus, if any, going to delinquent, or corporation may bring suit (163-4).	\$50 (162)
	1902	162					10% (163)	do	\$50 (162)
Massachusetts.....	1890		\$10,000 per mile (standard); \$5,000 per mile (narrow) (35).					Forfeiture (57)	\$100 (105-16).
	1902		do					do	\$100 (105-16).
Michigan.....	1890	H 3320	\$8,000 per mile (H 3313).					Forfeiture (H 3316; 3319)	\$100 (H 3313).
	1902	M 6231	do. (M 6223)					do. (M 6227; 6230)	\$100 (M 6223).
Minnesota.....	1890				2743	2743		Stock may be sold, surplus, if any, going to delinquent, or corporation may bring suit (3412).	
	1897								
	1902				2743	2743		do	

ROAD INCORPORATION—Continued.

stock and stockholders—Continued.

Liability of stockholders.	Cumulative voting of stockholders for directors must be allowed.	Stockholders may vote by proxy.	Each share of stock gives one vote.	Stockholders' meetings must be held at least how often?	Stock book must be kept.	Stock-transfer book must be kept.	Stock-transfer book must be kept in State.	Books, records, etc., to be open to stockholders, etc.	How often shall dividends be declared?	Justices of the peace may authorize meetings of stockholders.	State or Territory.
For corporation debts in proportion to stock owned (2609). For unpaid balance of stock only (172). do		2599	2594					2639; 7122			Idaho.
For unpaid balance of stock only (17). do	30 26	9: 15; 30 9: 15; 26		Annually (10). do	36 30	C. XI, 9; 36. C. XI, 9; 30.	C. XI, 9; 36. C. XI, 9; 30.	C. XI, 9 C. XI, 9			Illinois.
Individually liable to laborers after assets are exhausted (5358). do		5291 5291	5291 5291								Indiana.
For unpaid balance of stock only (1616; 1631). do					1612 1612	1612 1612	1612 1612				Indian Territory. Iowa.
	66-27 66-27	66-3; 66-27 66-3; 66-27									Kansas.
For unpaid balance only (547). do	C. 207 552 552	C. 207 551 551			546 546	546 546		546 546			Kentucky.
For unpaid balance of stock only (143). do											Louisiana.
For unpaid balance of stock only (46-37). do		46-13 46-13									Maine.
		11: 166						5			Maryland.
		11: 166						5			
		54	53		105-21	105-23	105-23	105-21			Massachusetts.
		54	53		105-21	105-23	105-23	105-21			
Stockholders individually liable for labor performed and materials furnished (H 3315). do. (M 6302)	H 3315 M 6226	H 3315 M 6226	H 3315 M 6226	Annually (H 3317). do. (M 6226).							Michigan.
For unpaid balance of stock only (C. X, 3; 2800). do		2763 2763						321 321		3409 3409	Minnesota.

Table V.—CONDITIONS OF RAIL-

B.—Statutory provisions relative to

State or Territory.	Year.	Stock declared to be personality.	Minimum of capital stock.	Stock must equal cost of road and equipment.	Stock may be issued for property.	Stock may be issued for services.	What proportion of stock must be paid when subscription is made?	Result of failure to pay for stock as required by board of directors.	Par value of shares, if fixed by law.
Mississippi	1890				C. 196; 3600.	C. 196; 3600.			\$100 (3575)
	1902				C. 196; 3600.	C. 196; 3600.			\$100 (3575)
Missouri	1890	2502	\$10,000 per mile (standard); \$5,000 per mile (narrow) (2542).					Forfeiture (249%)	
	1902	965	do. (1034)					do. (961)	
Montana	1890	681			C. XV, 10	C. XV, 10	10% (681)	Sale of stock, balance going to original owner (682).	\$100 (681)
	1895	472					R.	Sale of enough stock to pay assessment (452; 496; 502; 892).	\$100 (891)
	1902	472			C. XV, 10	C. XV, 10		do	\$100 (891)
Nebraska	1890	16-76			C. XI, 5	C. XI, 5	10% (16-77)	Corporation may bring suit or declare forfeiture (16-78).	\$100 (16-76)
	1902	16-76			C. XI, 5	C. XI, 5	10% (16-77)	do	\$100 (16-76)
Nevada	1890	846		865				Sale of enough to pay assessment (847).	
	1902	846		835				do	
New Hampshire	1890		\$15,000 per mile (standard); \$6,000 per mile (narrow) (433).					Forfeiture of enough to pay assessment (413).	\$100 (433)
	1897		Above repealed; \$10,000 per mile (standard); \$5,000 per mile (narrow) (60).						
	1902		do					do	\$100 (433)
New Jersey	1890	8	\$10,000 per mile (1).				10% (4)	Forfeiture (7).	
	1902	8	do				10% (4)	do	
New Mexico	1890	3833						Corporation may bring suit or declare forfeiture of enough to pay assessment (3837).	
	1902	3833						do	
New York	1890	8	\$10,000 per mile (1).				10% (4)	Forfeiture (7)	
	1891	S 40	do. (R 2)		S 42, and 1901-967	S 42, and 1901-967	R.	do. (\$ 43)	
	1895								
	1902	S 40	do		S 42, and 1901-967	S 42, and 1901-967		do	
North Carolina	1890	689	\$5,000 per mile (1936).					Forfeiture (1938)	
	1902	689	do					do	

ROAD INCORPORATION—Continued.

stock and stockholders—Continued.

Liability of stockholders.	Cumulative voting of stockholders for directors must be allowed.	Stockholders may vote by proxy.	Each share of stock gives one vote.	Stockholders' meetings must be held at least how often?	Stock book must be kept.	Stock-transfer book must be kept.	Stock-transfer book must be kept in State.	Books, records, etc., to be open to stockholders, etc.	How often shall dividends be declared?	Justices of the peace may authorize meetings of stockholders.	State or Territory.
For unpaid balance of stock only (3581).	C. 194	C. 194; 3598	C. 194; 3598								Mississippi.
.....do.....	C. 194	C. 194; 3598	C. 194; 3598								
For unpaid balance of stock only (2517).	2490	2558		Annually (2505)							Missouri.
.....do. (985)	953	1050		do. (968)							
	C. XV, 4	C. XV, 4; 683	C. XV, 4; 683								Montana.
For unpaid balance of stock only (479).	436	436	436		541	541		540-1; IV, 989		440	
.....do.....	436	436	436		541	541		540-1; IV, 989		440	
For unpaid balance of stock only (C XI, 4; 16-112).	C. XI, 5	C. XI, 5; 16-80	C. XI, 5; 16-80			VI, 2	VI, 2				Nebraska.
.....do.....	C. XI, 5	C. XI, 5; 16-80	C. XI, 5; 16-80			VI, 2	VI, 2				
		838	838		845	845		844-5			Nevada.
		838	838		845	845		844-5			
For unpaid balance of stock only (415).		No (414)	413					408			New Hampshire.
.....do.....		No (414)	413					408			
For unpaid balance of stock only (p. 910).		9	56								New Jersey.
.....do.....		9	56								
		3813; 3822	3817		3832	3832		3832			New Mexico.
		3813; 3822	3817		3832	3832		3832			
For unpaid balance of stock and for 30 days' wages to laborers in proportion to amount of stock held (10); liable to laborers for 90 days' service (449).		5; 442	5								New York.
Above reenacted (854, p. 178; and 1901-967).			R.		S 29, and 1901-965	S 29, and 1901-965	S 29, and 1901-965	S 53-6, and 1901-965			
.....do.....	See C. 20	C. 21	C. 20, and 1901-975		S 29, and 1901-965	S 29, and 1901-965	S 29, and 1901-965	S 53-6, and 1901-965			
		C. 21	C. 20, and 1901-975		S 29, and 1901-965	S 29, and 1901-965	S 29, and 1901-965	S 53-6, and 1901-965			
For unpaid balance and for debts to laborers (1940).		664; 1936	664; 1936								North Carolina.
.....do.....		664; 1936	664; 1936								

Table V.—CONDITIONS OF RAIL-

B.—Statutory provisions relative to

State or Territory.	Year.	Stock declared to be personalty.	Minimum of capital stock.	Stock must equal cost of road and equipment.	Stock may be issued for property.	Stock may be issued for services.	What proportion of stock must be paid when subscription is made?	Result of failure to pay for stock as required by board of directors.	Par value of shares, if fixed by law.
North Dakota	1890				C. 138	C. 138		Corporation may declare forfeiture (2875), bring suit (2875), or sell enough to pay assessment (2882; 2917-35).	
	1902				C. 138	C. 138		do	
Ohio.....	1890	3255					10% (3243)	Forfeiture (3253)	
	1898								
	1902	3255					10% (3243)	do	
Oklahoma.....	1893	945; 1007						Corporation may bring suit or may declare forfeiture (1006).	
	1902	945; 1007						do	
Oregon	1890	2229							
	1902	2229							
Pennsylvania	1890		\$10,000 per mile (standard); \$6,000 per mile (narrow) (10; 54).		C. XVI, 7; 40.	C. XVI, 7; 40.	\$5 (1)	Corporation may bring suit or declare forfeiture (8).	\$50 (8; but see 37).
	1902		do		C. XVI, 7; 40.	C. XVI, 7; 40.	\$5 (1)	do	do
Rhode Island.....	1890	532							
	1902	532							
South Carolina	1890				1544	1544			
	1899				66	66			
	1902				66	66			
South Dakota.....	1890	2977			C. 197	C. 197		Corporation may bring suit or declare forfeiture (2976).	
	1902	2977			C. 197	C. 197		do	
Tennessee	1890	2066							\$100 or less (2052).
	1902	2066						do	
Texas	1890	4138			C. XII, 6; 4154	C. XII, 6; 4154		Corporation may sell stock, surplus, if any, to go to delinquent (4140).	
	1902	4138			C. XII, 6; 4154	C. XII, 6; 4154		do	
Utah	1890	2329						Corporation may sell enough to pay assessment (2330).	\$100 (2317).
	1896				C. 12-5	C. 12-5			
	1898	330						Corporation may sell enough to pay assessment (355-73), and has lien on dividends of delinquent subscriber to stock (333).	Repealed.
	1902	330			C. 12-5	C. 12-5		do	

ROAD INCORPORATION—Continued.

stock and stockholders—Continued.

Liability of stockholders.	Cumulative voting of stockholders for directors must be allowed.	Stockholders may vote by proxy.	Each share of stock gives one vote.	Stockholders' meetings must be held at least how often?	Stock book must be kept.	Stock-transfer book must be kept.	Stock-transfer book must be kept in State.	Books, records, etc., to be open to stockholders, etc.	How often shall dividends be declared?	Justices of the peace may authorize meetings of stockholders.	State or Territory.
For unpaid balance of stock only (2902).	C. 135; 2888	2884; 2888	C. 135; 2888	.....	2907	2907	C. 140	2907; 7528	.....	2901	North Dakota.
do	C. 135; 2888	2884; 2888	C. 135; 2888	.....	2907	2907	C. 140	2907; 7528	.....	2901	
For unpaid balance and an amount equal to their stock (C. XIII, 3; 3258).	.....	3245	.....	.....	.....	3254	.....	3254	.....	.....	Ohio.
do	3245	3245	.....	.....	.....	3254	.....	3254	.....	.....
For unpaid balance of stock only (963).	.....	1004	1004	.....	967	967	.....	967	.....	.....	Oklahoma.
do .....	.....	1004	1004	.....	967	967	.....	967	.....	.....
For unpaid balance of stock only (C. XI, 3).	.....	3223	3223	.....	3228	3228	.....	3228	.....	.....	Oregon.
do .....	.....	3223	3223	.....	3228	3228	.....	3228	.....	.....
.....	C. XVI, 4	.....	32	Annual-ly (4)	.....	.....	27	.....	Semiannually (9)	.....	Pennsylvania.
.....	C. XVI, 4	.....	32	do	.....	.....	27	.....	do.	.....
.....	.....	532	.....	.....	.....	535	535	604	.....	533	Rhode Island.
.....	.....	532	.....	.....	.....	535	535	604	.....	533	
In an amount, besides the value of his shares, not exceeding 5 per cent of par value of shares held by him when debt was created (1548).	.....	1607	1606	.....	.....	.....	.....	.....	.....	.....	South Carolina.
.....	69; also 1901-715	69; also 1901-715	69; also 1901-715	Annual-ly (69; also 1901-715).	.....	.....	.....	.....	.....	.....
do	69; also 1901-715	69; also 1901-715	69; also 1901-715	do.	.....	.....	.....	.....	.....	.....
For unpaid balance of stock only (2933).	C. 195	2921; 2931; 2974	2925; 2974	.....	2937	2937	90-ch. 62	90-ch. 62; 2937	.....	2932	South Dakota.
do	C. 195	2921; 2931; 2974	2925; 2974	.....	2937	2937	90-ch. 62	90-ch. 62; 2937	.....	2932	
.....	.....	2056	2056	.....	2057	2057	.....	2057	.....	.....	Tennessee.
.....	.....	2056	2056	.....	2057	2057	.....	2057	.....	.....
For unpaid balance of stock only (4143).	4128	4128	.....	.....	C. X, 3; 4115a	C. X, 3; 4115a	C. X, 3; 4115a	C. X, 3; 4115a	.....	.....	Texas.
do	4128	4128	.....	.....	C. X, 3; 4115a	C. X, 3; 4115a	C. X, 3; 4115a	C. X, 3; 4115a	.....	.....
.....	.....	2322	Two votes (2322).	.....	2328	2328	.....	2327-8	.....	.....	Utah
For unpaid balance of stock only, except as provided in articles of incorporation, or by unanimous vote of stockholders (331; 338).	.....	335	One vote (335).	.....	329	329	.....	329	.....	.....
do .....	.....	335	do	.....	329	329	.....	329	.....	.....

Table V.—CONDITIONS OF RAIL-

B.—Statutory provisions relative to

State or Territory.	Year.	Stock de- clared to be personalty.	Minimum of capital stock.	Stock must equal cost of road and equipment.	Stock may be issued for property.	Stock may be issued for services.	What pro- portion of stock must be paid when sub- scrip- tion is made?	Result of failure to pay for stock as required by board of directors.	Par value of shares, if fixed by law.
Vermont	1890	3792	\$10,000 per mile (3750).				10% (3756)	Corporation may sell, bal- ance, if any, going to delinquent, who is also liable for any remain- ing deficit (3793-6).	\$100 (3750)
	1902	3792	do				10% (3756)	do	\$100 (3750)
Virginia	1890	1125			1108		\$2 on each share (1107).	Corporation may bring suit, or may sell stock, surplus being returned to delinquent (1127).	\$100 (1106)
	1902	1125			1108		do	do	\$100 (1106)
Washington	1890	1506			C. XII, 6	C. XII, 6		Forfeiture of enough to pay assessment (1507).	
	1902	4261			C. XII, 6	C. XII, 6		do. (4262).	
West Virginia	1890	528			532	532	10% (505)	Forfeiture (527)	
	1902	528			532	532	10% (505)	do	
Wisconsin	1890	1825			1753	1753		Forfeiture (1824)	
	1902	1825			1753	1753		do	
Wyoming	1890	510			513			Forfeiture (508)	
	1902	510			513			do	

ROAD INCORPORATION—Continued.

stock and stockholders—Continued.

Liability of stockholders.	Cumulative voting of stockholders for directors must be allowed.	Stockholders may vote by proxy.	Each share of stock gives one vote.	Stockholders' meetings must be held at least how often?	Stock book must be kept.	Stock-transfer book must be kept.	Stock-transfer book must be kept in State.	Books, records, etc., to be open to stockholders, etc.	How often shall dividends be declared?	Justices of the peace may authorize meetings of stockholders.	State or Territory.
		3757	3757								Vermont.
		3757	3757								
		1116	1116	Annually (1112).		1125			Semi-annually (1136).		Virginia.
		1116	1116	...do...		1125			do.		
For unpaid balance of stock only (C. XII, 4; 1511).		1502	1502		1513			1513			Washington.
...do. (4266)		4255	4255		4269			4270			
For unpaid balance of stock only (C. XI, 2; 528).	C. XI, 4; 534	C. XI, 4; 526; 534	508	Annually (507).	527	527	527	526-7			West Virginia.
...do	C. XI, 4; 534	C. XI, 4; 526; 534	508	...do...	527	527	527	526-7			
			1822								Wisconsin.
			1822								
For unpaid balance of stock only (512).		505	505								Wyoming.
...do		505	505								

Table V.—CONDITIONS OF RAIL.

C.—Statutory provisions relative

State or Territory.	Year.	Number of directors.	Length of term.	Must directors be classified so as to retire successively?	May directors be classified so as to retire successively?	Directors must meet at least how often?	Directors must report to stockholders how often?	Corporation is not dissolved by failure to elect directors at a particular time.
Alabama.....	1890	7-11 (1161; 1178)	One year (1161; 1176; 1178).					
	1902	7-11 (1161; 1178)	do					
Alaska.....								
Arizona.....	1890	5-13 (296)	One year (300)					303
	1902	5-13 (296)	do					333
Arkansas.....	1890	5-13 (6153)	One year (6154-7)				Annually (6159)	6160
	1902	5-13 (6153)	do				do	6160
California.....	1890	5-11 (305)	One year (306)					
	1902	5-11 (305)	do					
Colorado.....	1890	5-13 (625)	One year (481)		613			482
	1902	5-13 (625)	do		613			482
Connecticut.....	1890	Not less than 9 (3455)	One year (3455)					
	1902	do	do					
Delaware.....	1890	Left to corporation (571).						
	1899	Not less than 9 (472)					Annually (480)	
	1901							269
	1902	do					do	269
Dist. of Columbia.....	1890	7-13 (135)	One year (135)				Annually (136)	136
	1902	7-13 (135)	do				do	136
Florida.....	1890	3-13 (2121)	One year (2138)					2120
	1902	3-13 (2121)	do					2120
Georgia.....	1890	3-13 (1689a, d)						
	1891	Repealed (159). 5-13 (159).	One year (160).					
	1892	Repealed (2163). 5-15 (2163).	Repealed and reenacted (2163).					
	1902	do	do					
Idaho.....	1890	5-11 (2592)	One year (2593)					2601
	1902	5-11 (2592)	do					2601
Illinois.....	1890	Left to corporation (8)	Left to corporation (8)	8			Annually (10)	11
	1902	do	do	8			do	11
Indiana.....	1890	5-13 (5290-1)	One year unless classified (5291; 5459).		5459		Annually (5293)	5294
	1902	5-13 (5290-1)	do		5459		do	5294
Indian Territory.....								
Iowa.....	1890							1628
	1902							1628

ROAD INCORPORATION—Continued.

to officers and directors.

President must be elected by and from directors.	Treasurer must report to stockholders on request of what proportion of stock?	Civil and criminal liabilities of directors.	Qualifications of directors.	State or Territory.
1178				Alabama.
1178				
				Alaska.
299		Directors punishable for making dividends save from surplus (P. C., 878) and for exchanging stocks or bonds for stocks or bonds of another railroad (P. C., 878).	At least two directors must be residents of Arizona (300).	Arizona.
299		do.	do.	
6161		Directors liable for corporation debts when consenting to declaration of dividends in insolvency (6166).	Majority must be resident citizens of State (6295); one-third must live in counties entered by railroad (6154).	Arkansas.
6161		do.	do.	
308		Directors punishable for declaring dividends save from surplus profits (309); and for exchanging stocks or bonds for those of another corporation (IV, 560).	Majority must be citizens of State (305).	California.
308		do.	do.	
483		Directors liable for corporation debts when declaring dividends in insolvency (492).		Colorado.
483		do.		
3455		Directors or officers punishable for making false returns to commissioners (89-68).	Majority must be residents of State (3434); at least 6 directors of consolidated companies must be citizens of State (3449).	Connecticut.
3455		do.	do.	
				Delaware.
		Directors and officers liable for damages resulting from false reports (451); also from declaring dividends save from surplus profits (450).	Directors must be stockholders (472), and one at least must be a resident of State (451).	
		do.	do.	
136				Dist. of Columbia.
136				
12138		Directors liable for corporation debts when declaring dividends in insolvency (2163); directors and officers punishable for swearing to false report to commission (2688).		Florida.
12138		do.		
		Directors punishable for making dividends except from surplus (P. C. 691).		Georgia.
2163				
2163		do.		
2595		Directors punishable for exchanging stocks or bonds for stocks or bonds of any other corporation (7117); directors punishable for making dividends save from surplus (7117); also liable for debts, to amount of dividends paid, in case of dissolution (2596).	Must all be stockholders (8); majority must be residents of Idaho (2592).	Idaho.
2595		do.	do.	
			Majority must be citizens of State (C. XI, 11).	Illinois.
			do.	
5294				Indiana.
5294				
				Indian Territory.
		Liable for corporation debts when consenting to declaration of dividends in insolvency (1621); liable for all debts above legal maximum (1622).		Iowa.
		do.		

¹ Must be a director, but may be elected by either directors or stockholders.

Table V.—CONDITIONS OF RAIL-

C.—Statutory provisions relative to

State or Territory.	Year.	Number of directors.	Length of term.	Must directors be classified so as to retire successively?	May directors be classified so as to retire successively?	Directors must meet at least how often?	Directors must report to stockholders how often?	Corporation is not dissolved by failure to elect directors at a particular time.
Kansas.....	1890	3-24 (66-13)	One year (66-24)				Whenever required by stockholders (66-31).	66-29
	1895				70-1			
	1901				70-1			
	1902	3-24 (66-13)	do				do	66-29
Kentucky.....	1890							
	1893	5-15 (763)			551			551
	1902	5-15 (763)			551			do
Louisiana.....								
Maine.....	1890	Left to corporation (12)						46-8
	1897							
	1902	do						46-8
Maryland.....	1890	7 (166)	One year (166)					
	1902	7 (166)	do					
Massachusetts.....	1890	5 or more (51)	One year (51)					
	1894							
	1902	do	do					
Michigan.....	1890	5-15 (H 3313)	One year, or three years, if classified (H 3317).		H 3317		At least annually (H 3318).	
	1902	5-15 (M 6223)	do. (M 6228)		M 6228		do. (M 6229)	
Minnesota.....	1890				3407			3407
	1893	13-15 (3398)						
	1902	13-15 (3398)			3407			3407
Mississippi.....	1890	Left to railroad (3575; 3583).						
	1902	do.						
Missouri.....	1890	5-13 (2542)	One year (2505)			Annually in State (C. XII, 15).		
	1891							
	1902	5-13 (1084)	do. (968)			do		
Montana.....	1890	5 or more (683)	One year (683)					
	1895	do. (893)	do. (431; 435)					443
	1902	do	do					443
Nebraska.....	1890	7 (16-80)	One year (16-80)					
	1902	7 (16-80)	do					
Nevada.....	1890	5-13 (834)	One year (838)					842
	1902	5-13 (834)	do					842
New Hampshire.....								
New Jersey.....	1890	13 (56)	One year (56)					
	1902	13 (56)	do					

¹ Corporations under special act only.

ROAD INCORPORATION—Continued.

officers and directors—Continued.

President must be elected by and from directors.	Treasurer must report to stockholders on request of what proportion of stock?	Civil and criminal liabilities of directors.	Qualifications of directors.	State or Territory.
66-25		Directors severally and jointly liable for assenting to dividends in insolvency, but only to amount of such dividends (66-32).	At least 3 must be resident citizens of State (66-42).	Kansas.
66-25		do.	Directors must be stockholders (237). do.	
		Directors liable for all debts when consenting to dividends in insolvency (548). do.		Kentucky.
				Louisiana.
			Majority of first directors must be citizens of State (1).	Maine.
		Directors and officers punishable for issuing stock contrary to law, or misapplying proceeds of increase of stock (219), or incurring any obligation except for the legitimate purposes of the corporation (219). do.	do.	
166 166				Maryland.
55		Directors punishable for declaring stock dividends (61), dividing proceeds of sale of stock among stockholders (61), issuing unlawful stocks or bonds (203-54), and increasing stock beyond legal limits (61). Last item, above, repealed (502). do.		Massachusetts.
56				
H 3315		Directors punishable for declaring dividends in insolvency (H 3389).	Directors must be stockholders (H 3315)	Michigan.
M 6226		do. (M 6304)	do. (M 6225).	
		Directors punishable for declaring dividends in insolvency (2793); directors and officers punishable for intentional deception of public (2793), and for diversion of corporate property (2793). do.		Minnesota.
				Mississippi.
		Directors personally liable to extent of dividends declared in insolvency (2515). do. (983)	At least three must be resident citizens of State (1022). do.	Missouri.
683		Directors liable to extent of dividends declared save from surplus (683). Above repealed and reenacted (438); directors also liable for amount of stock divided among or paid to stockholders (438); also for debt in excess of legal maximum (438). do.		Montana.
437	5 per cent (475).			
437	do.			
16-80 16-80				Nebraska.
837		Directors liable for all dividends declared when corporation is insolvent (890). do.	Majority of directors must be residents of State (838). do.	Nevada.
837				
				New Hampshire.
6 6				New Jersey.

Table V.—CONDITIONS OF RAIL-

C.—Statutory provisions relative

State or Territory.	Year.	Number of directors.	Length of term.	Must directors be classified so as to retire successively?	May directors be classified so as to retire successively?	Directors must meet at least how often?	Directors must report to stockholders how often?	Corporation is not dissolved by failure to elect directors at a particular time.
New Mexico	1890	5-11 (3805)	One year (3816)					3824
	1902	5-11 (3805)	do					3824
New York	1890	13 (5)	One year (5; 443)					
	1891	9 or more (R 2)	do. (S 22; S 53)					C. 23
	1895		do. (C. 24)					
	1901							
	1902	do	do					C. 23
North Carolina	1890	6 besides president (1936)	One year (1936)					
	1902	do	do					
North Dakota	1890	5-13 (2945)	Left to corporation (2945).		2963		Annually (2964).	2896
	1902	5-13 (2945)	do		2963		do	2896
Ohio	1890	7-15 (3294)	Left to corporation (3244).		3295-6		Annually (3268).	
	1902	7-15 (3294)	do		3295-6		do	
Oklahoma	1893	5-13 (1002)	Left to corporation (1004).		1024		Annually (1025).	1004
	1902	5-13 (1002)	do		1024		do	144
Oregon	1890	3 or more (3222)	One year (3227)					
	1902	do	do					
Pennsylvania	1890	12 (3) ¹ ; 6-12 (21)	One year (4) ¹				Annually (103).	29
	1901				6			
	1902	12 (3) ¹ ; 6-12 (21)	do		6		do	29
Rhode Island	1890							533
	1902							533
South Carolina	1890							
	1899	3-12 (66)						
	1902	3-12 (66)						
South Dakota	1890	5-13 (2972)	Left to corporation (2974).		2994		Annually (2995).	2932
	1902	5-13 (2972)	do		2994		do	2932

¹ Corporations under special act only.

ROAD INCORPORATION—Continued.

to officers and directors—Continued.

President must be elected by and from directors.	Treasurer must report to stockholders on request of what proportion of stock?	Civil and criminal liabilities of directors.	Qualifications of directors.	State or Territory.
3818		Directors liable for corporation debts when making dividends save from surplus (3819), or dividing any of capital stock among stockholders (3819), or creating debts beyond subscribed capital stock (3819).	At least one-fourth must be residents of Territory (3909).	New Mexico.
3818		do	do.	
S 27	3 percent (\$52).	Directors punishable for making dividends save from surplus (494); for willfully keeping accounts wrong (495); for making false reports (495); for selling stock short (443, also 92-319); for signing or voting for bonds not ordered by majority of stock (28-10). Directors liable for debts when declaring dividends save from surplus (S 23); when making false reports, directors and officers are liable for all contracts on faith of the report (S 31); last provision in 1890 omitted; liable for debts above legal maximum (declared by S. L. 1898, ch. 80, not to apply to railroads) (S 24).	Majority of directors must be citizens of New York (S 20, repealed in 1899).	New York.
S 27	do	do	At least two must be residents of New York (C. 29). At least one must be resident of New York (507). do.	
				North Carolina.
2820		Directors liable to full amount of dividends declared save from surplus and of stock divided among stockholders, in case of dissolution (2892); punishable for refusal to exhibit books, etc., to stockholders (7528); for refusal to make reports (7527), and for making false reports (7527).		North Dakota.
2850		do.		
3247		Directors liable for damage to stockholders resulting from negligence or mismanagement (3314); for damage to stockholders or creditors from declaring dividends save from surplus (3269-1).	Majority must be citizens of State (3248), and 2, in consolidated companies, must be residents of State (3385).	Ohio.
3247		do	do.	
957; 1005		Directors liable for dividends declared save from surplus, and for stock divided among stockholders (958).		Oklahoma.
957; 1005		do.		
3225		Directors liable for all debts when making dividends in insolvency (3231); punishable for making false return in annual report (4028).	Majority must be residents of State (3224).	Oregon.
3225		do	do.	
No (3) ¹		Directors liable for whole amount of stock impaired by declaring dividends (9). ¹	President and majority directors must be resident citizens of State (21); majority must be citizens of State and all of United States (22).	Pennsylvania.
No (3) ¹		do	do.	
				Rhode Island.
66			Directors must be stockholders (70).	South Carolina.
66			do.	
2927		Directors and officers punishable for making false report, or refusing to make report (6853), or refusing access to books, etc., to stockholders (6854); directors liable for dividends save from surplus, for withdrawing capital stock, for creating debts beyond subscribed stock, and for illegally increasing or decreasing stock (2928).		South Dakota.
2927		do.		

Table V.—CONDITIONS OF RAIL-

C.—Statutory provisions relative

State or Territory.	Year.	Number of directors.	Length of term.	Must di- rectors be classi- fied so as to retire successively?	May directors be classified so as to retire successively?	Directors must meet at least how often?	Directors must report to stock- holders how often?	Corpora- tion is not dissolved by failure to elect di- rectors at a particular time.
Tennessee	1890	5 or more (2038)	Not over 2 years (2055)					2055
	1902	....do .....	....do					2055
Texas	1890	7-9 (4123)	One year (4125)			Annually (CX, 3).		4129
	1902	7-9 (4123) .....	....do .....			....do		4129
Utah	1890	5-25 (2316; 90-71)	One year (2322)					2325
	1898	3-25	Repealed					326
	1902	3-25						326
Vermont	1890	5 or more (3776)						3780
	1902	....do						3780
Virginia	1890	Left to corporation (1118; also 95-1108a).			1185a		Annually (1123).	
	1902	....do			1185a		....do	
Washington	1890	2 or more (1502)						1503
	1895							
	1902	....do. (4255)						4256
West Virginia	1890	5-13 (525)	One year (525)				Annually (508).	526-7
	1902	5-13 (525) .....	....do .....				....do	526-7
Wisconsin	1890	5-13 (1822)	Left to corporation (1822).		1824a; 1842		Annually (1843).	
	1902	5-13 (1822) .....	....do		1824a; 1842		....do	
Wyoming	1890	3-9 (505)	One year (505)					506
	1895	Left to corporation (224).						
	1902	....do .....	....do					506

ROAD INCORPORATION—Continued.

to officers and directors—Continued.

President must be elected by and from directors.	Treasurer must report to stockholders on request of what proportion of stock?	Civil and criminal liabilities of directors.	Qualifications of directors.	State or Territory.
		Directors punishable for diversion of funds, for declaring dividends in insolvency, or making false reports or keeping false accounts (2068). do.		Tennessee.
4131		Directors liable for all debts when declaring dividends in insolvency (4133).	Majority of directors must be resident citizens of State (4123).	Texas.
4131		do.	do.	
2320 R.		Directors and officers punishable for refusing access to books to stockholders (329). do.	One-third must be residents of State (324). do.	Utah.
3782			Majority must be inhabitants of State (3759).	Vermont.
3782			do.	
		Directors liable for dividends declared out of capital (1138). do.		Virginia.
		Directors liable in the event of dissolution to an amount equal to dividends not paid from net profits (1510).	Majority must be residents of State (1502).	Washington.
		do. (4265).	Only one need be resident of State (4255). do.	
527		Directors liable for amount capital may be reduced by dividends (507).		West Virginia.
527		do.		
1823				Wisconsin.
1823				
507	15 per cent (524).	Directors liable for all debts when declaring dividends in insolvency (515); liable for excess of indebtedness above capital stock (523).		Wyoming.
507	do.	do.		

RAILWAYS IN THE UNITED STATES IN 1902.

Table V.—CONDITIONS OF RAILROAD INCORPORATION—Continued.

D.—Statutory provisions relative to offices and construction.

State or Territory.	Year.	Location of office.	Rapidity of construction.
Alabama.....	1890 1902	Railroads must keep "a principal place of business" in State (1180). do.	
Alaska.....			
Arizona.....	1890 1901 1902	Railroads, a majority of whose stock is owned abroad, may have the principal office out of the Territory (300), but all railroads must keep a resident agent for service in Territory (328). Provision in 300, above, omitted in revision of 1901. do.	
Arkansas.....	1890 1899 1902	All railroads operating in State must keep a stock office therein (C. XVII, 2); domestic railroads must keep their general offices in State (6296). do. do.	10 per cent of capital must be expended within 5 years (6202); railroad must be in full operation within 10 years (6202); railroads must complete one-tenth of line in 18 months, one-fifth in 36 months, and all in 6 years, unless State board of railroad incorporation extends time (369). do.
California.....	1890 1902	Corporations must have a general office in the State (C. XII, 14), and may change their principal place of business (321). do.	Railroads must begin construction within 2 years, and must complete 5 miles per year (468). do.
Colorado.....	1890 1902	Corporations may change their principal place of business with consent of two-thirds stock (625). do.	Railroads must begin construction within 2 years, and expend 20 per cent of capital within 5 years (603). do.
Connecticut.....	1890 1902	Principal business office must be in State (3434). do.	Railroads must expend 10 per cent of subscribed capital stock within 2 years (3440), and must put road in operation within 5 years, unless time is extended by commissioners (3440). do.
Delaware.....	1890 1899 1901 1902	 Domestic corporations must have "a principal office," with resident agent, within State (269); directors may change location of same within State (284). do.	Railroads must begin construction within 6 months and complete a single track within 3 years, exclusive of time lost in lawsuits (478). do.
Dist. of Columbia..	1890 1902		
Florida.....			
Georgia.....	1890 1891 1892 1902	Each railroad must have "a principal office" in State (16898). Repealed (159). do.	Railroads must have 10 miles in operation within 3 years (167). Repealed (2166); railroads must have 15 miles in operation in 2 years (2166). do.
Idaho.....	1890 1902	Place of principal office may be changed within Idaho (2608). do.	Railroads must begin construction within 2 years, and must complete 5 miles per year (2669). do.
Illinois.....	1890 1902	Railroads must keep an office in State for the transfer of stock (C. XI, 9; 7); consolidated companies must keep a general office in State (26). do. (C. XI, 9; 7; 41)	Railroads must begin construction within 2 years, must expend 25 per cent of capital stock in 5 years, and road must be completed and in operation within 10 years (32). do. (28).
Indiana.....	1890 1902	 do.	Railroads must expend 5 per cent of capital within 3 years, and must have road in operation in 10 years (5354). do.
Indian Territory....			
Iowa.....	1890 1902	General offices, treasurer's records, etc., to be at principal office in State (2040). do.	
Kansas.....	1890 1898 1902	General offices must be on the line and in the State (66-42). do. do.	Corporations must begin "active operations" within 5 years (66-46). Corporations must begin active operations within 1 year (32). do.
Kentucky.....	1890 1893 1902	 do.	Corporations must begin work within 2 years (565). do.

Table V.—CONDITIONS OF RAILROAD INCORPORATION—Continued.

D.—Statutory provisions relative to offices and construction—Continued.

State or Territory.	Year.	Location of office.	Rapidity of construction.
Louisiana	1890	Railroads must have their general offices in State, also stock book office (C. 245); all domestic corporations must establish domicile in Louisiana, and hold meetings there (152).	
	1898	First provision of 1890 reenacted (C. 273); general office to be place for transfers of stock (C. 273); all corporations must have place of business and agent for process in State (C. 284).	
	1902	do.	
Maine	1890	Corporations must keep an office with its records and stock book in State (46-10).	Railroads must expend 10 per cent of capital on road in 3 years (7).
	1902	do.	do.
Maryland	1890	Principal office must be on line (174).	
	1902	do.	
Massachusetts	1890		Railroads must expend 10 per cent of capital in 2 years, and have all road in operation in 4 years (45).
	1902		do.
Michigan	1890	Main general office must be on line and in the United States (H 3399).	Railroads must expend 10 per cent in 3 years and finish in 10 years (H 3390).
	1902	do. (M 6315).	do. (M 6307).
Minnesota	1890	Railroads must keep a general office on line in State (2759).	
	1902	do.	
Mississippi			
Missouri	1890	Railroads must have a public office in State for transfer of stock (C. XII, 15); consolidated companies must keep a general office in State (C. XII, 15).	Railroads must be in operation within 10 years, with a possible extension to 13 years (2664; 2671).
	1891	Railroads must keep a public office in State for transfer of stock (1022); foreign railroads doing business in State must keep a general office there (1022-4).	
	1902	do.	do. (1161; 1168).
Montana	1890	Railroads must keep "a principal office" on line (694).	Railroads must construct at least 15 miles per year and must complete road in 7 years (688).
	1896	Above repealed and reenacted; location may be changed within limits of State (450; 902).	Above repealed and reenacted (896); construction must begin within 1 year (523).
	1902	do.	do.
Nebraska	1890	All railroads operating in State must have "a public general office" in State (VI-1); railroads must have "an office" on line, but may change location of same at pleasure (16-87).	
	1902	do.	
Nevada	1890		Railroads must expend 5 per cent of stock in 2 years (amended by S. L. 93-87 to 4 years) and must finish road in 6 years (888).
	1902		do.
New Hampshire	1890	Principal place of business of domestic railroads must be in State (439).	Railroad must be completed within 3 years (435).
	1902	do.	do.
New Jersey	1890		Railroads must begin construction within 6 months (84), must complete at least 50 miles in 2 years and 20 miles for each 6 months thereafter (84); but road must be opened when 50 miles is completed (84).
	1891		Branches must be completed within 2 years (129).
	1902		In addition to the above, railroads must open one track along entire route within 10 years (215).
New Mexico	1890	Railroad may change location of principal office by vote of two-thirds stock (3831).	Railroad must begin construction in 2 years and have all its road in operation in 6 years (3877).
	1902	do.	do.
New York	1890		Railroads must have expended 10 per cent of capital in 5 years, and must have road in operation in 10 years (47; p. 380).
	1891		Same provision (R 5).
	1896	Corporations may change location of principal office within the State (8 59).	
	1902	do.	do.
North Carolina	1890		Railroads must expend 10 per cent of capital in 2 years, and must complete road in 10 years (1980).
	1902		do.
North Dakota	1890	Corporations must have a public office with stock and transfer books in State (C. 140); they may change location of principal place of business by vote of two-thirds stock (2911).	Corporations must begin operations within 1 year (2913).
	1902	do.	do.

Table V.—CONDITIONS OF RAILROAD INCORPORATION—Continued.**D.**—Statutory provisions relative to offices and construction—Continued.

State or Territory.	Year.	Location of office.	Rapidity of construction.
Ohio	1890	Main office must be on line in State (3311-2); but in consolidated corporation formed from foreign and domestic roads, main office need not be in State (3385).	
	1902	do.	
Oklahoma	1893		Corporation must begin construction of its works within 1 year (969).
	1902		do.
Oregon	1890	Majority of stock may change location of principal place of business (3237).	Corporation must begin operations within 1 year (3232).
	1902	do.	do.
Pennsylvania	1890	General offices to be in State (26); principal office to be in State (28); stock transfer office to be in State (C. XVII, 2; 27); consolidated corporations must have one office in State (178).	Railroads not over 50 miles must begin construction within 2 years, and complete within 5 years (15); 1 year is allowed for each 25 miles more (16); road must be opened when 50 miles are completed (15). See also 17.
	1902	do.	do.
Rhode Island	1890	Every corporation shall have a place of business and agent in State (536).	
	1902	do.	
South Carolina	1890		
	1899		Railroads must begin construction within 2 years and complete, as provided by secretary of state, within a term not exceeding 15 years (69).
	1902		do.
South Dakota	1890	Railroads must keep a public office in State, with stock and transfer books (90, ch. 62).	
	1902	do.	
Tennessee			
Texas	1890	Railroads must keep a public office in State (C.X, 3); must keep a public office on line in State (4115); must keep their general offices in State (4117).	Railroads must complete 10 miles in 2 years and 20 miles each year thereafter (4278), and must build branches in same way (4114).
	1899	Last provision above reenacted (117).	
	1902	do.	do.
Utah	1890	Consolidated corporation must have office on line in State (2364).	Railroad must expend 5 per cent of stock in 2 years and must have all in operation in 10 years (2358).
	1896	Corporations must have a place of business and agent for process in State (C. 12-9).	
	1898	Provision of 1890, above, omitted.	Railroad must expend 3 per cent of stock in 3 years and must complete road in 10 years (488).
	1902	do.	do.
Vermont	1890		Railroad must expend 5 per cent in 18 months and must complete entire road in 7 years (3760).
	1902		do.
Virginia			
Washington			
West Virginia	1890	Principal place of business may be in or out of State (526).	Railroads must begin construction within 2 years, expend 10 per cent of capital within 3 years, and complete within 10 years (538).
	1902	do.	do.
Wisconsin	1890	Foreign corporations must keep at least one office in State (1857a).	
	1902	do.	
Wyoming			

Table V.—CONDITIONS OF RAIL-

E.—Statutory provisions relative to liability to public control,

State or Territory.	Year.	LIABILITY TO PUBLIC CONTROL.						
		Railroads declared to be public highways.	Railroad corporations declared to be common carriers.	Legislature may at any time amend or repeal special acts of incorporation.	Attorney-general, when ordered by governor, may examine affairs of any railroad.	Legislature may pass laws to fix maximum rates, prevent abuses, discriminations, etc.	Legislature required to fix maximum rates, prevent abuses, discriminations, etc.	State reserves the right of purchase.
Alabama	1890	C. XIV, 21; 3459	C. XIV, 21				C. XIV, 22	
	1902	C. XIV, 21; 3459	C. XIV, 21				C. XIV, 22	
Alaska								
Arizona	1890							
	1891		100					
	1901		888					
	1902		888					
Arkansas	1890	C. XVII, 1	C. XVII, 1			6191		
	1897							State board of construction (94).
	1899							State board of railroad incorporation (368).
	1901							Board of construction abolished (149).
	1902	C. XVII, 1	C. XVII, 1			6191		do
California	1890		C. XII, 17		382-3			
	1902		C. XII, 17		382-3			
Colorado	1890	C. XV, 4	C. XV, 4					
	1891							
	1902	C. XV, 4	C. XV, 4					
Connecticut	1890							Legislature may appoint committees to examine books of any railroad (89-100).
	1902							do
Delaware	1890							
	1897							
	1899							
Dist. of Columbia	1890					142		
	1902					142		
Florida	1890						C. XVI, 130	
	1902						C. XVI, 130	
Georgia	1890			1682			C. IV, 2, 1	
	1891							
	1892		2297					
	1902		2297	1682			C. IV, 2, 1	
Idaho	1890				180			
	1902				180			

ROAD INCORPORATION—Continued.

forfeitures and dissolution, and service of process.

Forfeitures and dissolution.	Service of process.	State or Territory.
Railroad forfeits franchise by nonuser for 5 years (1187)	Service may be on station agent or any other agent (3274); and railroads must keep agent for service in State (1180).	Alabama.
do	do.	
do		Alaska.
do	Process may be served on any agent (704); and all railroads must keep agent for service in State (300; 328).	Arizona.
do	Provision in 300 and 328, above, omitted in revision of 1901.	
do	do.	
Forfeiture by failure to construct within legal time limits (6202); also by failure of domestic railroad to keep general offices in State (6296); also by failure to have 5 per cent of subscribed stock paid for within 2 years after incorporation (6149).	Service may be on any ticket or station agent (3529).	Arkansas.
Forfeiture by failure to construct within legal time limits, except as to part of line already constructed (369); also by failure to have 5 per cent of subscribed stock paid for within 1 year after incorporation (367).		
Railroad forfeits possession of leased line by failure to afford reasonable facilities (368).	Service may be on any agent of foreign railroads in the hands of receivers (171). See also 52.	
do	do.	
Forfeiture by failure to construct within legal time limits, except as to part already completed (468); also by failure to keep road in full operation for 6 months (491; also 1901-369); dissolution by superior court on petition of two-thirds stockholders (III, 1227).	Process to be served on managing officer of a domestic corporation, and on resident agent of a foreign corporation (III, 411).	California.
do	do.	
Forfeiture by failure to construct within legal time limits (603); courts of equity may dissolve corporations for good cause shown (497). Voluntary dissolution by vote of two-thirds stock (619a).	Process shall be served on one of the general officers or general agent (506).	Colorado.
do	do.	
Forfeiture by failure to construct within legal time limits (3440)		Connecticut.
do.		
Corporations may wind up and dissolve themselves (571)	Service to be on chief officer of a corporation, if he is in State; otherwise on any officer or director (567).	Delaware.
Forfeiture for abuse or nonuse of franchise (C. IX, 1). Same provision as in 571, above (445).		
do	do.	
do		Dist. of Columbia.
Forfeiture by payment of dividends leaving corporation insolvent (2162); circuit court may decree dissolution on petition of a majority of stock (2154); forfeiture by diversion of funds to purposes not named in charter (2162).		Florida.
do.		
Forfeiture by failure to construct within legal time limits (167). Repealed and reenacted (2166)	Process may be served on depot agents of lessee of railroad (2336).	Georgia.
do	do.	
Forfeiture by failure to construct within legal time limits (2669); district judge may decree dissolution on petition of two-thirds stockholders (5185-6).	Process shall be served on president or other managing agent (8224).	Idaho.
do	do.	

Table V.—CONDITIONS OF RAIL-

E.—Statutory provisions relative to liability to public control,

LIABILITY TO PUBLIC CONTROL.									
State or Territory.	Year.	Railroads declared to be public highways.	Railroad corporations declared to be common carriers.	Legisla- ture may at any time amend or repeal special acts of in- corpora- tion.	Attorney- general, when or- dered by governor may ex- amine af- fairs of any rail- road.	Legisla- ture may pass laws to fix maxi- mum rates, pre- vent abuses, discrimi- nations, etc.	Legisla- ture re- quired to fix maxi- mum rates, pre- vent abuses, discrimi- nations, etc.	State reserves the right of purchase.	Control exercised by special State agencies.
Illinois	1890	C. XI, 12					C. XI, 9		
	1902	C. XI, 12					C. XI, 9		
Indiana	1890								
	1902								
Indian Territory ..	1900								
Iowa	1890								
	1902								
Kansas	1890								
	1898								Charter board (27); court of visitation (76).
	1902								do
Kentucky	1890								
	1891								
	1893								
	1902								
Louisiana	1890	C. 244	C. 244						
	1892								
	1898	C. 272	C. 272						
	1902	C. 272	C. 272						
Maine	1890					43			
	1902					43			
Maryland	1890								
	1902								
Massachusetts	1890					180		State may pur- chase after twenty years from opening of road, paying amount equal to capital stock paid in, plus 10 per cent per year since each pay- ment (7), or may purchase after one year's notice to railroad at a price assessed by three commis- sioners appoint- ed by supreme court (8).	
	1902					180		do	

ROAD INCORPORATION—Continued.

forfeitures and dissolution, and service of process—Continued.

Forfeitures and dissolution.	Service of process.	State or Territory.
Forfeiture by failure to construct within legal time limits (32)..... do. (28)	Process may be served on any agent (ch. 110, 5). do.	Illinois.
Forfeiture of fact of incorporation by failure to construct within legal time limits (5354). do	Railroads must keep agent for process in each county entered, unless it has a fixed office in State (5493). do.	Indiana.
.....	Service may be on officers, station agents, or other agents (3184).	Indian Territory.
Railroad corporation may dissolve itself (1617); or be dissolved by court of equity for good cause (1640); or forfeit by nonuser for 2 years (1628); forfeiture by diversion of funds, payment of illegal dividends, or fraud in complying with articles of incorporation (1622). do	Process may be served on any ticket or station agent (3529). do.	Iowa.
Corporations may be dissolved by expiration of term (66-45), or by judgment of court (66-45); forfeiture if at least three directors are not resident citizens of State (66-43); forfeiture by failure to begin active operations within 5 years (66-46). Forfeiture by failure to begin active operations within 1 year (32). do	Service may be on any officer, director, or agent (20-10); when railroad designates agent for service in any county, process must be on him (95-68); otherwise may be on any ticket or station agent (95-68). do.	Kansas.
.....	All corporations doing business in State must have an agent for service at a known place, and must file his appointment with secretary of state (571). do.	Kentucky.
Forfeiture by failure to begin work within 2 years (565); when corporation fails to live up to terms of charter, attorney-general must bring suit for forfeiture (569); majority of stock may dissolve corporation (561). do .....	.....	.....
Forfeiture for fictitious increase of stock (C. 238); forfeiture by insolvency (142); three-fourths stock may dissolve corporation (141); forfeiture by discrimination on account of race (96). Forfeiture for forming trust, restraining trade, or restricting competition (906). Forfeiture for fictitious increase of stock (C. 266)	All corporations must have agent for process in State (C. 264). do.	Louisiana.
do .....	.....	.....
Forfeiture by failure to construct within legal time limits (7), though commission may revive charter (10); for failure to keep required office in State for 6 months (46-10); for failure for 6 months to file name of clerk for process (46-11); supreme court may decree dissolution on petition of stockholders (46-27). do	Corporations must file name and address of clerk for service (46-11); but service may be had on officers, agents, and attorneys (81-19). do.	Maine.
Voluntary dissolution by decree of court on petition of majority stock (265); governor may direct attorney-general to petition court to decree forfeiture of franchise for abuse or nonuser (255). do	Process may be served on officers, directors, agents, and attorneys of corporations (296). do.	Maryland.
Railroads may voluntarily dissolve (105-40); forfeiture by failure to construct within legal time limits (45). do	Service on any officer or agent (161-36)	Massachusetts.
.....	do.	.....

Table V.—CONDITIONS OF RAIL-

E.—Statutory provisions relative to liability to public control,

State or Territory.	Year.	LIABILITY TO PUBLIC CONTROL.							
		Railroads declared to be public highways.	Railroad corporations declared to be common carriers.	Legislation may at any time amend or repeal special acts of incorporation.	Attorney-general, when ordered by governor, may examine affairs of any railroad.	Legislation may pass laws to fix maximum rates, prevent abuses, discriminations, etc.	Legislation required to fix maximum rates, prevent abuses, discriminations, etc.	State reserves the right of purchase.	Control exercised by special State agencies.
Michigan.....	1896		H 3328			C. XIX, A-1	C. XIX, A-1		Board consisting of commissioner, attorney-general, and secretary of state to approve locations and relocations and consolidations, and to order interlocking devices (H 3321; Sup. 3344).
	1891								
	1893								
	1902		M 6239			C. XIX, A-1	C. XIX, A-1		Railroad crossing board (M 4229-38). do. (M 6232; 6255; 4229-38).
Minnesota.....	1890				3436				
	1902				3436				
Mississippi.....	1890	C. 184; 4287	C. 184				C. 186		
	1902	C. 184; 4287	C. 184				C. 186		
Missouri.....	1890	C. XII, 14; 2630-1.	C. XII, 14; 2630-1.						
	1902	C. XII, 14; 1127-8.	C. XII, 14; 1127-8.						
Montana.....	1890	C. XV, 5	C. XV, 5			C. XV, 5			
	1895								
	1902	C. XV, 5	C. XV, 5			C. XV, 5			
Nebraska.....	1890	C. XI, 4	16-111			C. XI, 4	C. XI, 7		
	1902	C. XI, 4	16-111			C. XI, 4	C. XI, 7		
Nevada.....	1890								
	1902								
New Hampshire....	1890	440				440; 442			
	1902	440				440; 442			
New Jersey.....	1890								
	1896								
	1902								
New Mexico.....	1890								
	1902								
New York.....	1890		368	48		33			
	1891		R 18	R.		R 38			
	1895			C. 40					
	1902		R 48	C. 40		R 38			

ROAD INCORPORATION—Continued.

forfeitures and dissolution, and service of process—Continued.

Forfeitures and dissolution.	Service of process.	State or Territory.
Railroad under special charter may surrender same and incorporate under general law (M 6225).	Process may be served on agents, conductors, weighmasters, etc. (H 8147); on any agent or conductor of foreign railroad (H 8145); substitute in 1899, S. L. 419.	Michigan.
do	do.	
Voluntary dissolution by vote of majority stock, confirmed by decree of court (3430); attorney-general may bring suit to declare forfeiture for charging unreasonable rates, violating charter or law, or suspending business for 1 year (5899).	Service on any ticket or freight agent (5202)...	Minnesota.
do	do.	
		Mississippi.
	Process may be served on any agents (2026; 2650; 2658).	Missouri.
	do. (579; 1147; 1150).	
Forfeiture by failure to construct within legal time limits, but only as to part of line unfinished (688). Above repealed and reenacted (523; 896); after vote of two-thirds stock, court may decree dissolution (III, 2190); forfeiture by non-user for 5 years (III, 1428), also by misuse of franchise (III, 1428); legislature may dissolve (560).	Process may be served on any agent or officer (III, 636).	Montana.
do	do.	
Forfeiture by failure to keep a public general office in State (VI, 4), and by failure to keep stock-transfer book there (VI, 5); voluntary dissolution only with consent of two-thirds stockholders (16-134); forfeiture by failure to make annual report to auditor (VI, 4, 5).	Process may be served on any agent, conductor, etc. (I, 4).	Nebraska.
do	do.	
Forfeiture by failure to construct within legal time limits (888); after 5 years of nonuse by railroad, real estate reverts to last owner (856).	Process shall be served on domestic corporation, on president or managing agent (3061); on foreign corporation, on agent or general officer (3061).	Nevada.
do	do.	
Forfeiture of part of line not completed, by failure to construct within legal time limits (435); forfeiture if provisional corporation does not take steps necessary to become a railroad corporation within 2 years (433-4); supreme court may decree dissolution on vote of one-fourth stock (407).	Process may be served on any ticket agent (606).	New Hampshire.
do	do.	
Forfeiture by failure to construct within legal time limits (34); railroads not bonded, and not paying expenses, may dissolve by vote of majority stock (269); "corporations may wind up and dissolve themselves, and be wound up and dissolved" (p. 909). Railroads, after abandoning operation for 5 years, may dissolve (23).		New Jersey.
do		
Court may decree dissolution on petition of two-thirds stock (3883-4); forfeiture, in discretion of legislature, of uncompleted part of road by failure to construct within legal time limits (3877).		New Mexico.
do		
Dissolution by act of legislature (48); forfeiture by failure to construct within legal time limits (47).	Railroad must designate agent for service in each county, and in case it fails to do so, process may be served on any agent, station keeper, etc. (375). Repealed.	New York.
Second provision reenacted (R 5)		
First provision reenacted (C. 40).	do.	
do		

Table V.—CONDITIONS OF RAIL-
E.—Statutory provisions relative to liability to public control,

State or Territory.	Year.	LIABILITY TO PUBLIC CONTROL.						
		Railroads declared to be public highways.	Railroad corporations declared to be common carriers.	Legisla- ture may at any time amend or repeal special acts of in- corpora- tion.	Attorney- general, when or- dered by governor, may ex- amine af- fairs of any rail- road.	Legisla- ture may pass laws to fix maxi- mum rates, pre- vent abuses, discrimi- nations, etc.	Legisla- ture re- quired to fix maxi- mum rates, pre- vent abuses, discrimi- nations, etc.	State reserves the right of purchase.
North Carolina	1890							
	1899							
	1902							Corporation commis- sion (291). do
North Dakota	1890	C. 142	C. 142	2942-3				
	1902	C. 142	C. 142	2942-3				
Ohio	1890							
	1898							
	1902							
Oklahoma	1893							
	1902							
Oregon	1890		3254					
	1902		3254					
Pennsylvania	1890	C. XVII, 1:90	C. XVII, 1	102				Legislature may take for public use any railroad whose charter it has revoked (102). do
	1902	C. XVII, 1:90	C. XVII, 1	102				
Rhode Island	1890			536				Secretary of internal affairs (C. XVII, 11: 104; p. 4292).
	1895							
	1902			536				do
South Carolina	1890							
	1894							
	1899							
	1902							
South Dakota	1890	C. 204	C. 204					
	1897							
	1902	C. 204	C. 204					
Tennessee	1890							
	1902							
Texas	1890	C. X, 2	C. X, 2				C. X, 2	State engineer (4258b).
	1893							
	1902	C. X, 2	C. X, 2				C. X, 2	do

ROAD INCORPORATION—Continued.

forfeitures and dissolution, and service of process—Continued.

Forfeitures and dissolution.	Service of process.	State or Territory.
Attorney-general must bring suit for forfeiture for discrimination between persons (1969); forfeiture of corporate existence by failure to construct within legal time limits (1960). .....do	Service on any officer or agent (217; 85-425) do.	North Carolina.
Forfeiture by failure to begin operations within legal time limits (2913); voluntary dissolution by vote of two-thirds stockholders and decree of court (2912); dissolution by act of legislature (2942-3); forfeiture by consolidating with parallel road (C. 141), also by going into trust (C. 146). do.		North Dakota.
Two-thirds stockholders may dissolve corporation when road has been abandoned for 3 years. Forfeiture by failure to build and maintain telegraph or telephone along line (3364-5). .....do	Service may be on general officers, or on ticket or freight agents, or, if none of these are in county, on conductors (5027). do.	Ohio.
Forfeiture by failure to begin construction within 1 year (969); court may dissolve for neglect or abuse of conditions of incorporation (968); voluntary dissolution ordered by court on petition of two-thirds stockholders (968). .....do	Railroad must designate agent for process in each State; if it fails to, service may be on any ticket or other agent (3943). do.	Oklahoma.
Forfeiture by failure to begin operations within 1 year (3232); for suspending business for 6 months (3232); voluntary dissolution by majority stock (3235); State may bring suit for forfeiture for violating charter or exercising <i>ultra vires</i> (396). .....do	Process may be served on any agent (55) do.	Oregon.
Legislature may revoke charter when railroad has abused its privileges or violated its charter (102). .....do	Process may be served on president, secretary, treasurer, engineer, or agent, or any director (139). do.	Pennsylvania.
Forfeiture by failure to organize within 2 years after incorporation (536); court may decree dissolution of corporation which is insolvent, or whose affairs have been negligently or fraudulently managed (538); legislature may dissolve (536). .....do		Rhode Island.
After repeated violations of law by railroad, commission may instruct attorney-general to apply to court to declare forfeiture (1742). Forfeiture by purchase of, lease of, or consolidation with, a parallel line (812); see also 97-434 and 99-782. Forfeiture by failure to construct within legal time limits (69); legislature may dissolve (66; 69). .....do	Service on domestic corporation to be as provided in charter; on agent of foreign corporation (875). do.	South Carolina.
Court may decree voluntary dissolution on vote of two-thirds of stockholders (2938); forfeiture for violation of law, nonuser, and exercise of <i>ultra vires</i> (5346); forfeiture by consolidation with parallel line (C. 203). Forfeiture by persistent violation of law or of reasonable orders of commission (110). .....do	Service on any agent, or any person occupying office in railroad station (C. C. P. 155). do.	South Dakota.
Forfeiture when board of directors orders diversion of funds, or makes false reports, or keeps false accounts, or pays dividends in insolvency (2068); no forfeiture by nonuser (2042). .....do	Service on any ticket or station agent (4898; also 95-68). do.	Tennessee.
Forfeiture by failure to construct within legal time limits, as to part of line unfinished (4278); forfeiture by failure to keep general offices in State (4117a; also 99-177); by failure to make report to comptroller (4280; repealed by 95-85); by forming combination to restrict trade (P. C. 821). Forfeiture by issue of illegal stocks or bonds (4156a). .....do	Service to be on some general officer, or on chief agent in county (4539); in case of foreign corporations, on any agent (4545). do.	Texas.
	Service may be on any officer or local agent of a domestic or foreign corporation (1223). do.	

Table V.—CONDITIONS OF RAIL-
E.—Statutory provisions relative to liability to public control,

State or Territory.	Year.	LIABILITY TO PUBLIC CONTROL.							Control exercised by special State agencies.
		Railroads declared to be public highways.	Railroad corporations declared to be common carriers.	Legisla- ture may at any time amend or repeal special acts of in- corpora- tion.	Attorney- general, when or- dered by governor, may ex- amine af- fairs of any rail- road.	Legisla- ture may pass laws to fix maxi- mum rates, pre- vent abuses, discrimi- nations, etc.	Legisla- ture re- quired to fix maxi- mum rates, pre- vent abuses, discrimi- nations, etc.	State reserves the right of purchase.	
Utah	1890								
	1892								
	1896		C. 12-12			C. 6-26	C. 12-5		
	1898								
	1902		C. 12-12			C. 6-26	C. 12-5		
Vermont	1890							Statemaypurchase any railroad after 20 years after road is opened, by paying cap- ital stock plus 10 per cent from time each pay- ment was made (3746).	
	1902							do	
Virginia	1890								
	1892		1297a						See new constitution (156) for provisions creating corpora- tion commission; see also text.
	1902		1297a						
Washington	1890		C. XII, 13				C. XII, 18		
	1895								
	1902		C. XII, 13				C. XII, 18		
West Virginia	1890	C. XI, 9; 542					C. XI, 9		
	1902	C. XI, 9; 542					C. XI, 9		
Wisconsin	1890								Board consisting of commissioner, at- torney-general, and governor to require railroads to unite tracks and build depots at crossings (376).
	1893								
	1902							do	
Wyoming	1890	C. X, 2, 7	C. X, 2, 7						
	1901								
	1902	C. X, 2, 7	C. X, 2, 7						

ROAD INCORPORATION—Continued.

forfeitures and dissolution, and service of process—Continued.

Forfeitures and dissolution.	Service of process.	State or Territory.
Forfeiture by failure to construct within legal time limits (2358).....	Process may be served on any agent (3208), or by publication in case of foreign corporation (3210).	Utah.
Forfeiture above mentioned applies only to part of line not constructed (58).		
Forfeiture, as to uncompleted part, by failure to construct within legal time limits (438); forfeiture by nonuser for 2 years (321); court may decree dissolution on petition of two-thirds stockholders (3661; see also 3623).	Same provision (2948-9).	
.....do.....	do.	
Forfeiture, as to uncompleted part, by failure to construct within legal time limits (3760).	Process may be served on principal officer, stockholder, or clerk (1097).	Vermont.
.....do.....	do.	
Board of public works may seize and sell railroad for failure to complete road within time prescribed in charter and for abandoning road for 3 years (1289); forfeiture by failure to organize within 2 years after passage of act of incorporation (1141); forfeiture by suspension of operations for 2 years (1141).	In case of domestic railroad, service may be had on general officers or directors; in case of foreign railroad, on any agent, or, if none can be found, by publication (3226).	Virginia.
.....do.....	do.	
Voluntary dissolution may be decreed by superior judge on petition of two-thirds stockholders (1519).	Foreign corporations must keep an agent for service at principal office in State (1526). Every corporation must keep an agent for service at its principal business office (4255). do. (4255; 4298).	Washington.
.....do. (4275).....		
Forfeiture by failure to construct within legal time limits, as to part of line not completed (538); by charging more than legal rates (565); by suspension of business for 2 years (502); by allowing number of stockholders to be less than 5 for 6 months (504); voluntary dissolution by majority stock (510); court may dissolve for good cause shown by one-third stock (511).	Process may be served on any station agent (500; 797), or other agent or officer (797); railroad must appoint agent for service in county of principal office (525).	West Virginia.
.....do.....	do.	
Suspension of business by a corporation for 1 year works forfeiture (1763); but it has been held (93 Wis., 604) that in case of railroad, consent of State is necessary.	Service may be on any station, ticket, or other agent (2637).	Wisconsin
.....do.....	do.	
Voluntary dissolution by vote of two-thirds stock (654).....	Service on either domestic or foreign railroad may be on any ticket agent or conductor, etc. (2431).	Wyoming.
Forfeiture of foreign corporations by failure to file certificates of incorporation with secretary of state and county clerks (93).	do.	
.....do.....		

Table V.—CONDITIONS OF RAIL-
F.—Corporate powers relative to manage-

State or Territory.	Year.	USUAL POWERS.						CONSTRUCTION.			
		Those usual powers mentioned in the text of this report.	To make conditional sale of railroad equipment and rolling stock (see explanation in text).	To receive voluntary grants of money or property.	To regulate the time and manner of transportation subject to law.	To regulate charges for transportation subject to law.	To issue preferred stock.	To exercise right of eminent domain.	To unite tracks with those of other railroads crossing its own.	Neighboring railroads may connect tracks.	To connect at State line with railroads of other States.
Alabama	1890	C. XIV, 12, 21; 1163-5; 1175	1016-18	1163			C. XIV, 9	1163	C. XIV, 21		C. XIV, 21
	1902	C. XIV, 12, 21; 1163-5; 1175	1016-18	1163			C. XIV, 9	1163	C. XIV, 21		C. XIV, 21
Alaska	1890										
	1902	455						395			
Arizona	1890	298; 303; 310; 312; 313; 319		313	313	313		316	313		313
	1893		56								
	1899										
	1901										
	1902	298; 303; 310; 312; 313; 319	56	313	313	313		316	313		313
Arkansas	1890	C. XVII, 1; 6151; 6163; 6173; 6175; 6183; 6268	6260	6151	6175			2770-81	C. XVII, 1; 6345		C. XVII, 1; 6345
	1902	C. XVII, 1; 6151; 6163; 6173; 6175; 6183; 6268	6260	6151	6175			2770-81	C. XVII, 1; 6345		C. XVII, 1; 6345
California	1890	C. XII, 4, 17; 354; 456-7; 465		465	465	465		360	C. XII, 17; 465		C. XII, 17
	1899										
	1902	C. XII, 4, 17; 354; 456-7; 465		465	465	465		360	C. XII, 17; 465		C. XII, 17
Colorado	1890	476; 484; 602; 617; 622; 3702	3745-50	476	602			616	602; C. XV, 4		C. XV, 4; 602
	1902	476; 484; 602; 617; 622; 3702	3745-50	476	602			616	602; C. XV, 4		C. XV, 4; 602
Connecticut	1890	3438; 3441; 3455; 3471; 3476; 3570						3464	3471		
	1902	3438; 3441; 3455; 3471; 3476; 3570						3464	3471		
Delaware	1890	566; 570; 571	552								
	1899	445; 471; 475; 478; 479		471				474			
	1901						260				
	1902	445; 471; 475; 478; 479	552	471			260	474			
Dist. of Columbia ..	1890	134; 136; 137; 138; 141		137	138	138		139	138		
	1902	134; 136; 137; 138; 141		137	138	138		139	138		
Florida	1890	2121; 2241		2241	2241			2158	2241		
	1893		137								
	1902	2121; 2241	137	2241	2241			2158	2241		
Georgia	1890	1678-9; 1689		1689	1689	1689		1689k, 1	1689		
	1891	Above repealed (159)		Repealed and re-enacted (161)	Repealed and re-enacted (162)	Repealed and re-enacted (162)		Repealed and re-enacted (163-5)	Repealed and re-enacted (162)		
	1892	Above repealed (2160)	2326-8	Repealed and re-enacted (2167)	Repealed and re-enacted (2167)	Repealed and re-enacted (2167)		R. (2160)	Repealed and re-enacted (2167; 2213)		
	1902	2165; 2167	2326-8	do	do	do			do		

ROAD INCORPORATION—Continued.
ment, construction, and extension.

CONSTRUCTION.										AID TO OTHER RAILROADS.		State or Territory.
To alter line, but not so as to vary the general route.	To enter canyon or narrow pass already occupied by railroad.	To take right of way through State lands.	To choose gauge.	To change gauge.	To carry highways over or under track.	To deflect highways at crossings.	To construct docks, piers, etc.	To deflect canal or stream at crossing.	To deflect another railroad at crossing.	To aid in the construction of other railroads.	To guarantee stocks and bonds of other railroads.	
					1164					1163; 1170		Alabama.
					1164					1163; 1170		
	455											Alaska.
		314										Arizona.
42												
42	859	314										
6172											6321-2; 6324; 6328	Arkansas.
6172											6321-2; 6324; 6328	
465		474				472						California.
465		474				472	234 234					
3703											3751	Colorado.
3703											3751	
† 3461					3480	3476					89-132	Connecticut.
† 3461					3480	3476					89-132	
					590	590						Delaware.
					590	590						
138					139	139						Dist. of Columbia.
138					139	139						
2246					2241; 2245							Florida.
2246					2241; 2245							
1689m R. (159)												Georgia.
2171						2172						
2171						2172						

Table V.—CONDITIONS OF RAIL-

F.—Corporate powers relative to management,

State or Territory.	Year.	USUAL POWERS.						CONSTRUCTION.			
		Those usual powers mentioned in the text of this report.	To make conditional sale of railroad equipment and rolling stock (see explanation in text).	To receive voluntary grants of money or property.	To regulate the time and manner of transportation subject to law.	To regulate charges for transportation subject to law.	To issue preferred stock.	To exercise right of eminent domain.	To unite tracks with those of other railroads crossing its own.	Neighboring railroads may connect tracks.	To connect at State line with railroads of other States.
Idaho	1890	2683; 2664-6; 2670	.....	2666	2666	2666	.....	5210	2666	.....	.....
	1899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1902	2683; 2664-6; 2670	.....	2666	2666	2666	.....	5210	2666	.....	.....
Illinois	1890	1; 4; 20	.....	20	20	.....	.....	18	20	.....	.....
	1893	.....	166	.....	.....	.....	.....	.....	.....	.....	.....
	1902	1; 4; 20	166	20	20	.....	.....	18	20	.....	.....
Indiana	1890	5285; 5296; 5302; 5327	5558-5562	5302	5302	5302	.....	5318-20	5302	.....	.....
	1893	.....	.....	.....	.....	.....	5329	.....	.....	.....	.....
	1902	5285; 5296; 5302; 5327	5558-5562	5302	5302	5302	5329	5318-20	5302	.....	.....
Indian Territory ..	1900	3637	.....	.....	.....	.....	.....	.....	3637	.....	.....
Iowa	1890	1609; 2036; 2041	.....	.....	.....	.....	2044	1995	.....	.....	2036
	1894	.....	2051-3	.....	.....	.....	.....	.....	.....	.....	.....
	1902	1609; 2036; 2041	2051-3	.....	.....	.....	2044	1995	.....	.....	2036
Kansas	1890	66-13; 70-2	.....	70-2	70-2	70-2	.....	68-1, 7	70-2	.....	.....
	1895	.....	70-48	.....	.....	.....	.....	.....	.....	.....	.....
	1902	66-13; 70-2	70-48	70-2	70-2	70-2	.....	68-1, 7	70-2	.....	.....
Kentucky	1890	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1891	C. 216	.....	.....	.....	.....	.....	.....	C. 216	.....	.....
	1893	763; 768; 771	2496-2499	768	.....	.....	564	835	.....	.....	.....
	1902	763; 768; 771	2496-2499	768	.....	.....	564	835	C. 216	.....	.....
Louisiana	1890	140; 141; 143; 2427	.....	.....	.....	.....	.....	389	C. 243	.....	.....
	1894	.....	158	.....	.....	.....	.....	.....	.....	.....	.....
	1898	25; C. 271	.....	.....	.....	.....	.....	.....	C. 271	.....	.....
	1902	25; C. 271	158	.....	.....	.....	.....	389	C. 271	.....	.....
Maine	1890	46-2; 56	.....	.....	.....	.....	.....	14	.....	.....	.....
	1893	.....	(12)	.....	.....	.....	.....	.....	.....	.....	.....
	1902	46-2; 56	(12)	.....	.....	.....	.....	14	.....	.....	.....
Maryland	1890	160-1; 171; 197; 294	21-84	.....	.....	.....	294	167	.....	.....	.....
	1902	160-1; 171; 197; 294	21-84	.....	.....	.....	294	167	.....	.....	.....
Massachusetts	1890	62; 105-4	.....	.....	.....	.....	.....	95	216-222	216-222	.....
	1894	.....	326	.....	.....	.....	.....	.....	.....	.....	.....
	1902	62; 105-4	326	.....	.....	.....	.....	95	216-222	216-222	.....
Michigan	1890	H 3317; 3352; 3313; 3323; also 99-445.	.....	Sup. 3323	Sup. 3323	Sup. 3323	Sup. 3323	H 3331	Sup. 3323; also 99-445	.....	.....
	1902	M 6227; 6263; 6234; 6223	.....	M 6234	M 6234	M 6234	M 6234	M 6242	M 6234	.....	.....
Minnesota	1890	2595; 2604; 2642-5; 3470; 2722-3	2729-33	2646	.....	.....	2734	2604	2642	.....	.....
	1902	2595; 2604; 2642-5; 3470; 2722-3	2729-33	2646	.....	.....	2734	2604	2642	.....	.....
Mississippi	1890	C. 184; 3578-80; 3582; 3586; 3591; 3593-5; 3597	.....	3578	.....	.....	3582	3591	C. 184; 3594	.....	C. 184
	1902	C. 184; 3578-80; 3582; 3586; 3591; 3593-5; 3597	.....	3578	.....	.....	3582	3591	C. 184; 3594	.....	C. 184

ROAD INCORPORATION—Continued.

construction, and extension—Continued.

CONSTRUCTION.										AID TO OTHER RAILROADS.		State or Territory.
To alter line, but not so as to vary the general route.	To enter canyon or narrow pass already occupied by railroad.	To take right of way through State lands.	To choose gauge.	To change gauge.	To carry highways over or under track.	To deflect highways at crossings.	To construct docks, piers, etc.	To deflect canal or stream at crossing.	To deflect another railroad at crossing.	To aid in the construction of other railroads.	To guarantee stocks and bonds of other railroads.	
2666-8						2672						Idaho.
2666-8		361				2672						
		361										
												Illinois.
					5332						5377-9	Indiana.
					5332						5377-9	
												Indian Territory.
2092												Iowa.
2092												
70-5				70-102							70-34, 51	Kansas.
70-5				70-102							70-34, 51	
												Kentucky.
767-8				768								
767-8				768								
		759										Louisiana.
		759									25	
											25	
† 46; 6 (9) (9)				† 10	† 29	* 28				(7)		Maine.
				† 10	† 29	* 28				(7)		
168					173	173						Maryland.
168					173	173					321	
† 87-430				45	119	122				60; 80	79	Massachusetts.
† 87-430				45	119	122				60; 80	79	
H 3322										H 3342		Michigan.
M 6233										M 6253		
2750; and 1901-395		2670								2721		Minnesota.
2750; and 1901-395		2670								2721		
3599		3590	3570	3570			3595				3586	Mississippi.
3599		3590	3570	3570			3595				3586	

Table V.—CONDITIONS OF RAIL-
F.—Corporate powers relative to management,

State or Territory.	Year.	USUAL POWERS.						CONSTRUCTION.			
		Those usual powers mentioned in the text of this report.	To make conditional sale of railroad equipment and rolling stock (see explanation in text).	To receive voluntary grants of money or property.	To regulate the time and manner of transportation subject to law.	To regulate charges for transportation subject to law.	To issue preferred stock.	To exercise right of eminent domain.	To unite tracks with those of other railroads crossing its own.	Neighboring railroads may connect tracks.	To connect at State line with railroads of other States.
Missouri.....	1890	2508; 2543; 2559; 2566; also 99-1164		2543; 2560	2582		2558	2734-42	2543		
	1902	971; 1025; 1031; 1058; 1164		1035; 1052	1075		1050	1264-73	1035		
Montana	1890	C. XV, 5; 679; 706	709				705	598; 685	C. XV, 5; 680		C. XV, 5
	1893		148								
	1895	520; 525; 890; 894; 899; 913	930-6	894	894	894		III, 2211	890; 894		
Nebraska	1890	16-74, 75, 80, 83, 84, 86, 113, 117		16-85				16-81	16-113		
	1902	16-74, 75, 80, 83, 84, 86, 113, 117		16-85				16-81	16-113		
Nevada	1890	C. VIII, 5; 836; 842-3; 849, 851		851	851			858	851		
	1902	C. VIII, 5; 836; 842-3; 849, 851		851	851			858	851		
New Hampshire...	1890	440; 408; 446						444			
	1898		21								
New Jersey.....	1890	P. 907-8-9; 1; 55; 61; 81	297; also 95-158	1				12	23		
	1902	P. 907-8-9; 1; 55; 61; 81	297; also 95-158	1				12	23		
New Mexico.....	1890	3812; 3846-7; 3890; 1901-32	3919-20	3847	3847	3847		3849-50	3847; 3913		
	1902	3812; 3846-7; 3890; 1901-32	3919-20	3847	3847	3847		3849-50	3847; 3913		
New York	1890	1; 28; 423	446; also 97-236	28-2	28-9			13	28-6		
	1891	R 4; R 11; R 16; C. 11		C. 11; R 4	R 4	R 4	S 47	R 7	R 4; R 12		
	1897										
	1902	R 4; R 11; R 16; C. 11	446; also 97-236	C. 11; R 4	R 4	R 4	S 47	R 7	R 4; R 12		
North Carolina ...	1890	663; 666; 1957; C. VIII, 3	2006	1957	1957			1943	1967		
	1902		2006	1957	1957			1943	1957		
North Dakota	1890	C. 143; 2882; 2906; 2947; 2955	2959-60	2947	2947	2947		2947	C. 143; 2947		C. 143
	1893										
	1902	C. 143; 2882; 2906; 2947; 2955	2959-60	2947	2947	2947		2947	C. 143; 2947		C. 143
Ohio.....	1890	3239; 3249-52; 3256; 3270; 3286-8	3378a-d				3263; also 91-3309b		3340		
	1902	3239; 3249-52; 3256; 3270; 3286-8	3378a-d				3263; also 91-3309b		3340		
Oklahoma.....	1893	949; 1010; 1011	1012-13	1010	1010	1010		1028	1010		
	1902	949; 1010; 1011	1012-13	1010	1010	1010		1028	1010		

ROAD INCORPORATION—Continued.

construction, and extension—Continued.

CONSTRUCTION.										AID TO OTHER RAILROADS.		State or Territory.
To alter line, but not so as to vary the general route.	To enter canyon or narrow pass already occupied by railroad.	To take right of way through State lands.	To choose gauge.	To change gauge.	To carry highways over or under track.	To deflect highways at crossings.	To construct docks, piers, etc.	To deflect canal or stream at crossing.	To deflect another railroad at crossing.	To aid in the construction of other railroads.	To guarantee stocks and bonds of other railroads.	
2559		2560		2559								Missouri.
1051		1052		1051								
690	687	684				693		693			704	Montana.
147										157	157	
894	895	R.				901		901			912	
894	895					901		901		157	912	
16-82		16-105			16-103	16-86		16-86		IV, 3: 16-94	IV, 3	Nebraska.
16-82		16-105			16-103	16-86		16-86		IV, 3: 16-94	IV, 3	
851		854			853							Nevada.
851		854			853							
† 444-5				435	† 443	† 449					R. (408)	New Hampshire.
† 444-5				435	† 449	† 449					R. (408)	
41: 240					21	21	69					New Jersey.
41: 240					21	21	69					
3847		3878	3876							3891		New Mexico.
3847		3878	3876							3891		
23					24							New York.
R 13				† 194							S 40	
R 13				† 194	R 60 R 60						S 40	
1953					2054	1954				85-159		North Carolina.
1953					2054	1954				85-159		
2953						2947						North Dakota.
2953		2948 2948				2947						
3272: 3277						3284		3284		3300		Ohio.
3272: 3277						3284		3284		3300		
1015		1033			1010: 1040	1010						Oklahoma.
1015		1033			1010: 1040	1010						

Table V.—CONDITIONS OF RAIL-
F.—Corporate powers relative to management,

State or Territory.	Year.	USUAL POWERS.						CONSTRUCTION.			
		Those usual powers mentioned in the text of this report.	To make conditional sale of railroad equipment and rolling stock (see explanation in text).	To receive voluntary grants of money or property.	To regulate the time and manner of transportation subject to law.	To regulate charges for transportation subject to law.	To issue preferred stock.	To exercise right of eminent domain.	To unite tracks with those of other railroads crossing its own.	Neighboring railroads may connect tracks.	To connect at State line with railroads of other States.
Oregon	1890	3221; 3239-40	4042-3	3221				3240	3240		
	1893										
	1902	3221; 3239-40	4042-3	3221				3240	3240		
Pennsylvania	1890	C. XVII, 1; 2; 10; 56; 73						79-89	C. XVII, 1; 75		
	1901										
	1902	C. XVII, 1; 2; 10; 56; 73						79-89	C. XVII, 1; 75		
Rhode Island	1890	531									
	1893		608								
	1902	531	608								
South Carolina	1890	1543-4; 1546; 1752						1744	1663		
	1893		1550								
	1899	67				70		68			
	1901						712				
	1902	67	1550			70	712	68	1663		
South Dakota	1890	2919; 2980-1; 2988; C. 205	2982	2980	2980	2980		2996	C. 205; 2980		C. 205
	1899										
	1902	2919; 2980-1; 2988; C. 205	2982	2980	2980	2980		2996	C. 205; 2980		C. 205
Tennessee	1890	1504; 1510; 1541; 2064; 2425	3587	2054				2413	1504		
	1897										
	1902	1504; 1510; 1541; 2064; 2425	3587	2054				2413	1504		
Texas	1890	C. X, 1; 4135; 4168-70; 4172; 4209-12; 4215-16; 4219; 4222		4212	4217	4217		4180	4175; C. X, 1		C. X, 1
	1899										
	1902	C. X, 1; 4135; 4168-70; 4172; 4209-12; 4215-16; 4219; 4222		4212	4217	4217		4180	4175; C. X, 1		C. X, 1
Utah	1890	2319; 2326; 2333-4; 2368	2814	2333	2334			2335	2333		
	1892										
	1898	319; 322; 436; 444	168	436	436		443	436	436		
	1902	319; 322; 436; 444	168	436	436		443	436	436		
Vermont	1890	3753; 3797; 3808; 3860		3761			3786	3814	3860		
	1894		3804-6								
	1902	3753; 3797; 3808; 3860	3804-6	3761			3786	3814	3860		
Virginia	1890	1068; 1072; 1094; 1118; 1232	2462					1074			
	1902	C. 166	2462					1074	113		
Washington	1890	C. XII, 5, 13; 1500; 1539; 1571-2	1456-7					1569	C. XII, 13; 1571		C. XII, 13
	1902	C. XII, 5, 13; 4253; 4307; 4335-6	1456-7 (4588-9)					4333	C. XII, 13; 4335		C. XII, 13

ROAD INCORPORATION—Continued.

construction, and extension—Continued.

CONSTRUCTION.										AID TO OTHER RAILROADS.		State or Territory.
To alter line, but not so as to vary the general route.	To enter canyon or narrow pass already occupied by railroad.	To take right of way through State lands.	To choose gauge.	To change gauge.	To carry highways over or under track.	To deflect highways at crossings.	To construct docks, piers, etc.	To deflect canal or stream at crossing.	To deflect another railroad at crossing.	To aid in the construction of other railroads.	To guarantee stocks and bonds of other railroads.	
3238; 3241		4057; also 91p. 2002										Oregon.
3238; 3241		4057; also 91p. 2002										
59; 67				63-4			77				97-8; 153	Pennsylvania.
59; 67				63-4			77				62 62	
					605							Rhode Island.
					605							
					1725	1725					1624	South Carolina.
					1725	1725					1624	
2985; 3005					2980	2980; 2988						South Dakota.
2985; 3005					2980	2980; 2988				124 124	124 124	
			2414								1540	Tennessee.
	920 920		2414								1540	
No (4224)		4167										Texas.
R. (108) (108)		4167										
2323												Utah.
8 433; 436 and 1901-24	440	439										
433; 436 and 1901-24	440	439									1901-22	
3754; 3828					3838	3835; 3841						Vermont.
3754; 3828					3838	3835; 3841						
1089	1096a				1095	1094		1094	1094			Virginia.
790	1096a				1095	1094		1094	1094			
1573	II, 658											Washington.
4337	5647											

Table V.—CONDITIONS OF RAIL-
F.—Corporate powers relative to management,

State or Territory.	Year.	USUAL POWERS.						CONSTRUCTION.			
		Those usual powers mentioned in the text of this report.	To make conditional sale of railroad equipment and rolling stock (see explanation in text).	To receive voluntary grants of money or property.	To regulate the time and manner of transportation subject to law.	To regulate charges for transportation subject to law.	To issue preferred stock.	To exercise right of eminent domain.	To unite tracks with those of other railroads crossing its own.	Neighboring railroads may connect tracks.	To connect at State line with railroads of other States.
West Virginia	1890	494-5; 497; 524; 529-32; 556		529			503	496; 529	531		
	1902	494-5; 497; 524; 529-32; 556		529			503	496; 529	531		
Wisconsin	1890	1228; 1236	1839a	1828				1845	1828		
	1902	1228; 1236	1839a	1828				1845	1828		
Wyoming	1890	502; 509; 543; 549; 88-122; C. X. 1		548			88-40	548; 88-122	C. X. 1; 562		C. X. 1
	1891										
	1895		270								
	1899										
	1902	502; 509; 543; 549; 88-122; C. X. 1	270	548			88-40	548; 88-122	C. X. 1; 562		C. X. 1

ROAD INCORPORATION—Continued.

construction, and extension—Continued.

CONSTRUCTION.									AID TO OTHER RAILROADS.			
To alter line, but not so as to vary the general route.	To enter canyon or narrow pass already occupied by railroad.	To take right of way through State lands.	To choose gauge.	To change gauge.	To carry highways over or under track.	To deflect highways at crossings.	To construct docks, piers, etc.	To deflect canal or stream at crossing.	To deflect another railroad at crossing.	To aid in the construction of other railroads.	To guarantee stocks and bonds of other railroads.	State or Territory.
						497		497		556	556	West Virginia.
						497		497		556	556	
1832					1828	1828						Wisconsin.
1832					1828	1828						
88-128					88-129					553; 90-30	553; 90-30	Wyoming.
		170										
73												
73		170			88-129					553; 90-30	553; 90-30	

Table V.—CONDITIONS OF RAILROAD INCORPORATION—Continued.

F.—Corporate powers relative to management, construction, and extension—Continued.

State or Territory.	Year.	EXTENSION OF OPERATIONS.							
		To extend character of business.	To exercise all its powers in other States, subject to the laws thereof.	To extend line.	To build branches.	To build spurs to mills, factories, etc.	To construct and operate telephone and telegraph lines along road.	To own and operate vessels, including ferries.	To own and operate vessels (including ferries) for transportation of its own traffic only.
Alabama	1890			1172	1172				
	1902			50	50	50			
Alaska									
Arizona	1890						312		
	1897		4						
	1901		864						
	1902		97-4, and 1901-864				312		
Arkansas	1890		6328	6176	6176				6354
	1902		6328	6176	6176				6354
California	1890								
	1902								
Colorado	1890	3709-10	498	632	632				
	1902	3709-10	498	632	632				
Connecticut	1890				3472; 89-97				
	1897				3472; 89-97				
	1902				3472; 89-97				
Delaware	1890								
	1899				475				
	1901	264							
	1902	264			475				
Dist. of Columbia	1890		No (143).						
	1902		do.						
Florida	1890		2250	2247	2247			2248	
	1902		2250	2247	2247			2248	
Georgia	1890			1689 j	1689 j			1689	
	1891			R. (159)	R. (159)			Repealed and re-enacted (166).	
	1892		2177	2169	2169			Repealed and re-enacted (2174).	
	1902		2177	2169	2169			Repealed and re-enacted (2174).	
Idaho	1890								
	1891			124	124				
	1899			81	81				
	1902			91-124 and 99-81	91-124 and 99-81				
Illinois	1890							46	
	1902							49	
Indiana	1890		5418	5463	5460-1		5465		
	1902		5418	5463	5460-1		5465		
Indian Territory									
Iowa	1890	No (1622)	2038						
	1894								
	1902	do	2038; also S. L. 52						
Kansas	1890	No (66-23)	70-51		70-54			20-12	
	1902	do	70-51		70-54			20-12	
Kentucky	1890								
	1891	No (C. 210)							
	1893				769				
	1902	do			769				

Table V.—CONDITIONS OF RAILROAD INCORPORATION—Continued.

F.—Corporate powers relative to management, construction, and extension—Continued.

State or Territory.	Year.	EXTENSION OF OPERATIONS.							
		To extend character of business.	To exercise all its powers in other States, subject to the laws thereof.	To extend line.	To build branches.	To build spurs to mills, factories, etc.	To construct and operate telephone and telegraph lines along road.	To own and operate vessels, including ferries.	To own and operate vessels (including ferries) for transportation of its own traffic only.
Louisiana	1890		140						
	1898								
	1902		140						
Maine	1890			† 10	18				
	1897								
	1899			† 8					
	1902			† 8	18				
Maryland	1890				161			203	
	1902				161			203	
Massachusetts	1890			60; 139	60; 139		175		
	1894								
	1902			60; 139	60; 139		175		
Michigan	1890				H 3342			Sup. 3357a	
	1895								
	1902				M 6253			M 6269	
Minnesota	1890		2748	2749; and 1901-395	2592; 2749; and 1901-395	2646	2592		2391
	1899								
	1902		2748	2749; and 1901-395	2592; 2749; and 1901-395	2646	2592		2391
Mississippi	1890			† 3599	3580	3580	3589	3595	
	1902			† 3599	3580	3580	3589	3595	
Missouri	1890		2568	2559					
	1895								1035
	1901			98	98				
	1902		1060	1061	98				1035
Montana	1890				680		695		
	1893	412-14	157; 923	147	147				
	1894			920					
	1895				890		903		
	1902	412-14	157; 923	920	890		903		
Nebraska	1890		16-115		16-75				
	1902		16-115		16-75				
Nevada	1890								
	1902								
New Hampshire	1890				435				
	1902				435				
New Jersey	1890		179		83		274	69; 40	
	1893					338			
	1902		179		83	338	274	69; 40	
New Mexico	1890						3846		
	1897		3921	3921					
	1899				68				
	1901			27	27				
	1902		3921	3921, and 1901-27	1899-68, and 1901-27		3846		
New York	1890								
	1891	S 32						R 54	
	1902	S 32						R 54	
North Carolina	1890		1984						
	1902		1984						
North Dakota	1890			2952	2952				
	1902			2952	2952				
Ohio	1890		3279	3272; 3306	3280	3280			3285
	1902		3279	3272; 3306	3280	3280			3285

† May hold stock in telegraph companies along line.

RAILWAYS IN THE UNITED STATES IN 1902.

Table V.—CONDITIONS OF RAILROAD INCORPORATION—Continued.

F.—Corporate powers relative to management, construction, and extension—Continued.

State or Territory.	Year.	EXTENSION OF OPERATIONS.								
		To extend character of business.	To exercise all its powers in other States, subject to the laws thereof.	To extend line.	To build branches.	To build spurs to mills, factories, etc.	To construct and operate telephone and telegraph lines along road.	To own and operate vessels, including ferries.	To own and operate vessels (including ferries) for transportation of its own traffic only.	To construct and manage toll bridge in connection with railroad bridge.
Oklahoma.....	1893			1014	1014					
	1901		81							
	1902		81	1014	1014					
Oregon.....	1890	3238								
	1901			298	298	298				
	1902	3238		298	298	298				
Pennsylvania.....	1890	No (C. XVII, 5.)		49	62					
	1902	do		49	62					
Rhode Island.....	1890									
	1895									
	1902									
South Carolina.....	1890			1609	1609					
	1894									
	1902			1609	1609					
South Dakota.....	1890	90-ch. 55		2984	2984					
	1899		124							
	1902	90-ch. 55	124	2984	2984					
Tennessee.....	1890		1540	1540						
	1891									
	1895				1489					
	1899					587				
	1902		1540	1540	1489	587				
Texas.....	1890				4113					
	1891			4113						
	1899									
	1901			257	257					
	1902			4113, and 1901-257	4113, and 1901-257					
Utah.....	1890			2323						
	1892				7	7				
	1896									
	1897									
	1898			433	R.	R.				
	1899									
	1901				24					
	1902			433	24					
Vermont.....	1890									
	1898									
	1902									
Virginia.....	1890	No (1070)			1189		1231			
	1898									
	1902	do			1189		1231			
Washington.....	1890			1535	1535					
	1902			4303	4303					
West Virginia.....	1890		524	532	539		539		539	
	1895	No (31).								
	1902	do	524	532	539		539		539	
Wisconsin.....	1890		1830	1831	1831	1831a		1834		
	1899									
	1902		1830	1831	1831	1831a		1834		
Wyoming.....	1890	520; 87-519; but see C'X, 6.	90-30	90-31						
	1902	do	90-30	90-30						

Table V.—CONDITIONS OF RAIL-

G.—Corporate powers relative to alteration of provisions of incorporation, consolidation,

State or Territory. Year.	ALTERATION OF PROVISIONS OF INCORPORATION.			Consolidation, merger, lease, purchase, etc.
	To amend articles of incorporation.	To alter character of business.	To change name of corporation.	
Alabama.....	1890			Railroads, when continuous or connecting, may consolidate to form a new corporation with consent of two-thirds stock of each (1163; 1166); any railroad may lease any connecting railroad (1163; 1170); any railroads may enter into any contracts with each other (1170); purchasers of railroads at judicial sale may incorporate (1181); a domestic railroad may purchase any other (1163); foreign railroad owning stock of domestic, may purchase railroad (1169).
	1899			When foreign railroad owns or operates a line in State, it may purchase others connecting directly or indirectly (28).
	1902			do.
Alaska.....				
Arizona.....	1890	329		Any railroads (not competing), having either terminus in State, may consolidate with consent of three-fourths stock of each (317; 318); any railroad may lease or use track of any connecting line (308; 317); railroad can not exchange stocks or bonds for stocks or bonds of any other railroad (P. C. 878).
	1897			Railroad may purchase or lease any railroad connecting directly or indirectly (4; also 1901-864), or vice versa (4; also 1901-864); purchasers of railroads at judicial sale may incorporate (5; also 1901-880).
	1902	329		do.
Arkansas.....	1890			Domestic railroads may consolidate with consent of majority of stock of each (6182); also domestic railroads with foreign connecting railroads with consent of two-thirds stock of each (6314-15-19-28), but the consolidated corporation is to be domestic (6328); domestic railroad may purchase or lease any other railroad (6182), or may buy its stocks or bonds, and vice versa (6321-2-4-8; 6342); a railroad may sell out to any corporation organized to purchase it (6338); purchasers at judicial sale may incorporate (6178); but consolidation, purchase, lease, or control of parallel lines forbidden (C. XVII, 4; 6302).
	1895			
	1899			
	1901		164	do.
	1902		164	
California.....	1890	362		Railroads may consolidate, with written consent of three-fourths stock (473; also 1901-327); any railroad may lease or make operating contracts with any other (491; also 1901-369); but railroad may not exchange its stocks or bonds for those of another corporation (IV, 560); franchise of railroad may be sold under execution (388).
	1893			
	1897			
	1899			Any corporation owning a railroad in California may sell its property and franchises to any foreign or domestic railroad (178).
	1901			
	1902	362		do.
Colorado.....	1890	632	625	Any domestic or foreign railroads (not parallel, or controlling a parallel line) may consolidate into one corporation (604-10; 631), which shall be domestic so far as part in State is concerned (C. XV, 14; 609); domestic or foreign railroads may lease any railroad (611-2); companies may be organized to purchase railroads at judicial sale (614-5); consolidation of parallel lines forbidden (C. XV, 5).
	1893			
	1899			Any domestic or foreign railroad may purchase part or all of any connecting line (162; 313), or may hold its stocks and bonds (162; 313).
	1902	632	625	do.
Connecticut.....	1890			Railroad extending to, or beyond, State line may consolidate with connecting railroads of other States with consent of two-thirds stock of each (3443), but no parallel lines may consolidate (3443); railroad may lease or be leased by any other railroad (3472); no other railroad shall hold stocks or bonds of railroad under general laws of Connecticut (3442); at least six directors of consolidated companies must be citizens of State (3449).
	1897			Purchasers of railroad at judicial sale may incorporate by filing certificate with secretary of state (812).
	1902			do.

ROAD INCORPORATION—Continued.

change in capital stock, and foreign corporations; and peculiar statutory provisions.

Change in capital stock.	Foreign railroad corporations.	Laws relating to railroad incorporation, peculiar to a few States.	State or Territory.
Railroad may decrease capital stock, and may also increase it (1163), but not to exceed \$10,000,000 (1174).	Foreign corporations must have office and agent in State (C. XIV. 4); a foreign railroad owning or operating a domestic road may guarantee securities of any other domestic railroad (1171).		Alabama.
.....do.....	Foreign railroads have right of eminent domain, etc. (51; see also 530).		
			Alaska.
Railroads may increase or decrease capital stock by vote of majority of stock (301).	Foreign railroads may have all powers, etc., of domestic, by filing copy of charter and appointing and maintaining an agent for process (347).	Directors must provide a sinking fund (319); new railroads are exempt from taxation for twenty years (91-61), for ten years (93-55), for ten years (95-56), for fifteen years (97-54), for ten years (99-79), for ten years (R. S. of 1901, p. 1448).	Arizona.
.....do.....	.....do.....	do.	
Railroad may by vote of majority of stock increase capital stock to any amount not exceeding estimated cost of railroad (6268), and may reduce by relinquishing right to construct part of line (6184).	Foreign railroads may extend into State (6323), but must have office for transfer of stock on line in State (6335), and must accept service on any officer or agent (6336).	Rolling stock is personalty (C. XVII, 11); legislature must not reduce rates so as to make net profits lower than 15 per cent on capital stock paid in (6191).	Arkansas.
Any corporation may reduce its capital stock (19). Railroads must increase capital stock to cover cost of branches and extensions (368).		State board of railroad incorporation must approve all extensions and branches (368).	
.....do.....	.....do.....	do.	
Stock may be increased or diminished by vote of two-thirds stock (C. XII, 11; 359; 458); but must not be reduced below amount of indebtedness (359).	Foreign railroads may exercise all the powers, and be subject to all the obligations of domestic (491); they must keep agent for service in State (403). Process may be served on foreign corporations by publication, if they have no agent in State (285).		California.
		Railroads wholly at an elevation of 5,000 feet need operate only between May 15 and October 15 (5). Boards of supervisors of counties may grant to railroads authority to construct wharves and docks, and take tolls for use of same (234).	
.....do.....	do.	do.	
Stock may be increased or diminished by vote of two-thirds stock (C. XV, 9; 625).	Foreign corporations must maintain a place of business and an agent for service (C. XV, 10; 499); must also file a copy of charter with secretary of state and recorders of counties (500). In filing charter they must indicate agents on whom process may be served (499).	Name of corporation must begin with "the" and end with "company," "corporation," or "association," etc., indicating nature of business (472); directors shall appoint subordinate officers (483); railroads may do an express business, or may contract with other companies (3709-10).	Colorado.
.....do.....	.....do.....	Railroads may use electricity or compressed air (368).	
Stock shall not be increased save by special authority of general assembly, given in pursuance of recommendation of commission (3450-2).			Connecticut.
do.			

Table V.—CONDITIONS OF RAIL-

G.—Corporate powers relative to alteration of provisions of incorporation, consolidation,

State or Territory.	Year.	ALTERATION OF PROVISIONS OF INCORPORATION.			Consolidation, merger, lease, purchase, etc.
		To amend articles of incorporation.	To alter character of business.	To change name of corporation.	
Delaware	1890				
	1893				
	1897				
	1899				Any railroads organized under charters or laws not forbidding may consolidate (481) by vote two-thirds stockholders of each (461).
	1900				
	1901		264	264	Same provision (277).
	1902		264	264	do.
Dist. of Columbia.	1890				
	1902				
Florida	1890	2150		2151	Any railroad in State may lease, purchase, merge with, consolidate with, or make operating contracts with any other foreign or domestic railroad (2348), but consolidation of parallel lines is forbidden, except with special permission of commission (2348); purchasers of railroads at judicial sale become invested with all their privileges, franchises, etc. (2341).
	1902	2150		2151	do.
Georgia	1890			1689m	Corporations can not buy stock of any other corporation (C. IV, 2, 4); any railroads, not parallel, may purchase, lease, merge, or consolidate (1689o, z, bb); purchasers of railroads may incorporate (1689v).
	1891			R. (159)	Second provision above repealed and reenacted (166); last repealed (159).
	1892				Any foreign or domestic railroad may consolidate with, merge with, have operating contracts with, lease, purchase, or merge stock with any connecting railroad (2173, 9), not parallel (2173); purchasers of railroad at judicial sale acquire all its franchises, etc., by organizing as corporation (2167); first provision in 1891 repealed (2160).
	1902				do.
Idaho	1890				Any two or more railroads may consolidate by vote of three-fourths stock of each (2673); railroad must not exchange its stocks or bonds for stocks or bonds of any other corporation (7117); franchise of a corporation authorized to receive tolls may be sold by judicial order (2642-7).
	1891				Any railroad may lease, purchase, or consolidate with any other non-competing railroad (125; also in 99-81, and 1901-214); any railroad may own the bonds of any other railroad (17; also in 99-10).
	1902				do.
Illinois	1890				Corporation owning part of certain railroads sold by order of court may consolidate with other owners (24); domestic railroad leasing line in adjoining State may purchase same (27); domestic railroad may lease any line (43); domestic railroad operating any railroad, or connecting at State line with one, may purchase same (87-447); but consolidation, etc., of parallel lines forbidden (C. XI, 11).
	1891				Domestic railroad may purchase "stocks and securities" of connecting foreign railroad, but must purchase at least two-thirds stock (14).
	1893				Railroad formed by consolidation of domestic and foreign railroads may further consolidate with foreign railroads (42).
	1895				Either domestic or foreign railroad leasing any line, in State or out, may purchase same (47).
	1899				Foreign railroad possessing domestic, or controlling all of stock of same, may purchase same with consent of two-thirds stock of each (218).
	1902				do. (39; 47; 44; 196; 14; 42; 218)
Indiana	1890			5156	Connecting railroads may consolidate or merge, whether domestic or domestic and foreign, upon terms agreeable to themselves (5417; 5413-16; 5411-12; 5381-5410); any railroad may consolidate with bridge company (4792); railroad under mortgage may convey part covered by mortgage and vendees become a corporation (5380); purchasers at judicial sale may become a corporation (5361-2; 5369-71); foreign railroads may acquire line in State by purchase at judicial sale (5363; 5374).
	1893				Companies formed by consolidation of domestic and foreign railroads may further consolidate with foreign corporations (5422).
	1902			5456	do.

ROAD INCORPORATION—Continued.

change in capital stock, and foreign corporations; and peculiar statutory provisions—Continued.

Change in capital stock.	Foreign railroad corporations.	Laws relating to railroad incorporation, peculiar to a few States.	State or Territory.
Stock may be increased by vote of two-thirds of all the stockholders (473).	Foreign corporation must file certified copy of charter and names of agents with secretary of state before beginning business (583). Foreign corporation must have agent for process in state (C. IX, 6), and must file his appointment with prothonotary of superior court in each county (544).	Before articles of incorporation can be filed, \$2,000 of stock per mile must be paid in to state treasurer, who repays same to directors only after each mile is completed (471). Name of corporation must include "company," "corporation," "association," or similar word (257); corporations must display name on principal place of business (269).	Delaware.
.....do.....	.....do.....	do.	
Capital stock may be increased, but not beyond the actual cost of building and equipping the road (137).	Foreign corporations must accept service on any resident agent, or in his absence, by leaving process at his place of business (445).		Dist. of Columbia.
.....do.....	do.		
Stock may be increased by a vote of two-thirds stockholders (2148), and reduced by a unanimous vote of stockholders (2149).	Foreign railroads may have in Florida all the powers and be subject to all the duties of domestic railroads (2251), by filing a copy of charter with secretary of state (2251).	Corporations must not begin business until 10 per cent of stock has been paid in (2127); rolling stock declared to be fixtures (2242).	Florida.
.....do.....	do.	do.	
Stock may be increased by vote of two-thirds stock (1689h.)			Georgia.
Repealed (159)		10 per cent of stock must be paid in before corporation can begin business (159).	
Stock may be increased by vote of two-thirds stock (2165).		Above repealed (2160); all stock must be subscribed before work is begun on construction (2164).	
.....do.....		do.	
Stock may be increased and decreased by vote of two-thirds stock, but must not be reduced below amount of indebtedness or estimated cost of railroad (2637).	Foreign corporations shall have all the rights, etc., and be subject to all duties of domestic (2653); they must designate agent for service in Idaho (2653). Foreign railroads may extend lines into Idaho (126; also in 99-82).	Directors of railroad must provide a sinking fund (2665).	Idaho.
.....do.....	do.	do.	
Stock may be increased (87-447)		Rolling stock declared to be personalty (C. XI, 13; 21).	Illinois.
.....do.....			
.....do. (197)		do.	
Stock may be increased, but not beyond actual cost of construction and equipment (5284), or not beyond \$15,000 per mile (5289).	Ohio and Illinois railroads may extend into State far enough to make connections with Indiana railroad (5441).		Indiana.
.....do.....	do.		

Table V.—CONDITIONS OF RAIL-

G.—Corporate powers relative to alteration of provisions of incorporation, consolidation,

State or Territory.	Year.	ALTERATION OF PROVISIONS OF INCORPORATION.			Consolidation, merger, lease, purchase, etc.
		To amend articles of incorporation.	To alter character of business.	To change name of corporation.	
Indian Territory.					
Iowa	1890				Domestic railroad may by purchase or otherwise merge and consolidate itself into one corporation with any railroad connecting with it on State line (2038); or may make operating contracts therewith (2037); or may sell or lease itself to any connecting line (2066); franchise of any railroad may be sold under execution (1634). See also 1902-52.
	1894				Domestic railroad may hold bonds of any railroad (2047).
	1902				do.
Kansas	1890	66-9		66-13	Connecting domestic or domestic and foreign railroads may consolidate, with consent of two-thirds stock of each (70-92, 93); domestic railroad may purchase or lease connecting foreign railroad (70-51), or buy bonds and stocks thereof (70-51); may also be leased by any railroad with approval of two-thirds stock of each (70-94, 95); purchasers at judicial sale may incorporate (70-42); railroad may hold stocks and bonds of any connecting railroad (70-34).
	1898				
	1902	66-9		66-13	do.
Kentucky	1890				
	1891				Consolidation, lease, purchase, etc., of parallel lines forbidden (C. 201); domestic corporation consolidating with foreign remains domestic (C. 200).
	1893	559			Purchasers at private or judicial sale may incorporate (562); any two or more corporations may consolidate by vote of two-thirds stock of each (555); two or more domestic railroads may consolidate (770); any railroad may subscribe to stock of any other railroad with its consent (769). In addition to above, any railroad may purchase any other railroad not parallel (50). See also p. 121.
	1902	559			
Louisiana	1890	141			Any foreign and domestic or domestic railroads may consolidate, by vote of three-fourths stock of each (757), but resulting corporation is domestic for purposes of litigation (757; C. 246); sixty days' notice must be given to stockholders (C. 246); purchasers at judicial sale may organize as a corporation (756).
	1898				Railroad by consolidation with foreign railroad does not become foreign (C. 274); sixty days' notice of consolidation must be given to stockholders (274).
	1902	141			do.
Maine	1890	46-(3)		46-6	No railroad shall assign its charter, or lease road, or grant use thereof, or divest itself, without consent of legislature (54); franchise of railroad may be seized on execution and sold (76-46); purchasers at judicial sale may form a corporation (105); when mortgage is foreclosed, bondholders become a new corporation, with all powers, etc., of old (93). Railroad operating or leasing another may purchase shares in capital stock of such railroad (219).
	1897				
	1901				
	1902	46-(3)		46-6	do.
Maryland	1890				Any domestic railroad may consolidate with any other railroad (not parallel, or owning or operating a parallel line) (90-665); purchasers at judicial sale may organize as corporation (187-9), may purchase, lease, or consolidate with any railroad (190), or vice versa (191).
	1902				do.

ROAD INCORPORATION—Continued.

change in capital stock, and foreign corporations; and peculiar statutory provisions—Continued.

Change in capital stock.	Foreign railroad corporations.	Laws relating to railroad incorporation, peculiar to a few States.	State or Territory.
			Indian Territory.
Railroads may issue preferred stock not exceeding bonded debt plus \$10,000 per mile, which stock shall be convertible into common stock (2044-5).	Foreign railroads may extend into State after filing copy of charter (2048); they must also file declaration authorizing service on any agent in State (1637).	Details of articles of incorporation not contained in law, except that they must contain location of principal office in State (1612); but railroads must publish for four weeks a notice containing items checked under "Details of articles of incorporation" (1613). Railroads may confer on bondholders the right to vote for directors (2046). do.	Iowa.
.....do.....	.....do.....		
Railroads extending line or purchasing other lines may issue stock and bonds to cover expense (70-53); corporations may increase capital stock, but not above three times authorized capital (66-16).	Foreign railroads need not keep principal office in State (70-98), but must file copy of charter and accept service on any officers or agents (70-96).	After incorporating, directors must open subscription books until all stock is taken (66-19); name of corporation must begin with "the" and end with "company," "corporation," "association," or "society," and must indicate nature of business (66-8).	Kansas.
	Foreign corporations must apply to charter board for permission to do business in State (27), must agree to accept service on secretary of state (28), and must be subject to law in same manner as domestic (32). do.	do.	
			Kentucky.
Stock may be increased or decreased by vote of two-thirds stock (553).	Foreign railroads must incorporate in State (C. 211), and be subject to State laws (C. 202). Foreign railroad must incorporate in State by filing copy of its charter, whereby it becomes domestic (765; 841). do.	Rolling stock is personality (C. 212). Fifty per cent of stock must be subscribed before corporation can do business (543); rolling stock is personality (814). do.	
.....do.....	.....do.....		
Stock may be increased by vote of majority of stock (C. 239; 142).	Foreign corporations must have a known place of business and an authorized agent for process in State (C. 236); must file statement of domicile and appointment of agent for process with secretary of state (153).		Louisiana.
Similar provision (C. 267).			
.....do.....	do.		
Stock may be increased or reduced by two-thirds stock, but when reduced, par value must be reduced also (5; 46-15; 46-18).		Railroad has right to use tracks and stations of any other railroad; commission shall determine terms if railroads can not agree [(6)].	Maine.
Stock may be increased for specific purposes by majority of stock present (219).		When stock is increased, stockholders have first chance to buy, at price fixed by commission (188). do.	
.....do.....	.....do.....		
Stock may be increased by vote of three-fourths stock (165).	Foreign corporations may do business in State, being liable to suit in any court of State (295).	Unfinished right of way, unused for 10 years, may be appropriated by another railroad (90-246); governor may direct attorney-general to apply for injunction against exercise of <i>ultra vires</i> by corporation (263); court, on application for redress of person aggrieved at railroad, may issue appropriate orders and decrees (185). do.	Maryland.
.....do.....	.....do.....		

Table V.—CONDITIONS OF RAIL-

G.—Corporate powers relative to alteration of provisions of incorporation, consolidation,

State or Territory.	Year.	ALTERATION OF PROVISIONS OF INCORPORATION.			Consolidation, merger, lease, purchase, etc.
		To amend articles of incorporation.	To alter character of business.	To change name of corporation.	
Massachusetts	1890			R. (36)	Franchise may be sold under execution (105-31); purchasers at judicial sale succeed to all powers of original corporation (86-142); railroads may lease their roads, but not for a term exceeding ninety-nine years without permission of legislature (222); no railroad may hold stock of another without permission of legislature (74).
	1892				
	1894				Terms of leases, sales, and consolidations must be approved by commission (506).
	1902			R. (36)	do.
Michigan	1890	H 3316			Domestic or domestic and foreign railroads may consolidate, with consent of board consisting of commissioner, attorney-general, and secretary of state (H 3343; Sup. 3344); domestic railroad may buy domestic railroad (H 3405a); consolidation of competing lines forbidden (C. XIX, A-2; H 3343); purchasers at judicial sale may organize as a corporation (H 5314); consolidation only after sixty days' notice to stockholders (C. XIX, A-2; H 3343); railroad may buy stock in any railroad (H 3342). Domestic railroad may purchase foreign, and vice versa (M 6339).
	1895				
	1897				
	1899				
	1902	M 6227			do. (M 6254-5; 6339; 6254; 6224; 6253)
Minnesota	1890	2595; 2738; 3400			Any connecting railroads, foreign or domestic, may consolidate (2715), or one may buy stocks and bonds of another to effect consolidation, issuing its own therefor (2715); or may lease, buy, control, or hold stock of any connecting railroad (2714); but consolidated companies remain subject to laws of State (2715); consolidation, lease, etc., of parallel lines forbidden (2716); question of parallelism to be decided by jury (2717); purchasers at judicial sale may incorporate (2727).
	1893				
	1895				
	1899				Consolidation, etc., forbidden when one road owns line parallel to other (254); foreign railroad purchasing or consolidating with domestic has all rights and duties of domestic railroads as to road so purchased (258).
	1902	2595; 2738; 3400			do.
Mississippi	1890				Railroad may consolidate with any foreign or domestic railroad with consent of commission (3587); may lease same (3588), or be leased (3588); but consolidation or control by parallel lines forbidden (3590); foreign railroads may not own, lease, or operate a line in State (C. 197), nor shall there be any consolidation unless resulting corporation be domestic (C. 197); purchasers at judicial sale may incorporate (3565-6).
	1902				do.
Missouri	1890				Continuous lines within or without State may consolidate (2567-8); railroad may buy or lease any connecting line, and vice versa (2568; also 97-1061); but consolidation of competing lines is forbidden (C. XII, 17; 2567; 2569); sixty days' notice of consolidation must be given to stockholders (C. XII, 18); railroad may hold stock in any other (2568).
	1902				do. (C. XII, 17, 18; 1059-61)
Montana	1890				Any railroads may consolidate (690); any railroads connecting in Montana may consolidate (703), but consolidation of parallel lines forbidden (C. XV, 6); and any railroad consolidating with foreign railroad remains domestic (C. XV, 15); any railroad may purchase or lease any railroad connecting with it in Montana, or may hold its stocks and bonds (704).
	1893	147		397	Above repealed, except constitutional provisions. Any railroad may buy or lease or hold stock of any other (157; 923).
	1895		525		Above reenacted with proviso, "by vote of three-fifths stock of each" (912); any railroads not parallel may consolidate (890); any connecting railroads not parallel may consolidate by vote of three-fifths stock of each (911).
	1902	147	525	397	do.

ROAD INCORPORATION—Continued.

change in capital stock, and foreign corporations; and peculiar statutory provisions—Continued.

Change in capital stock.	Foreign railroad corporations.	Laws relating to railroad incorporation, peculiar to a few States.	State or Territory.
Railroad may increase or decrease capital stock (45), but only with consent of commission (87-366).	Foreign corporations must file copy of charter with commissioner of corporations, and appoint him agent for service of process in State.	Railroads may erect and operate warehouses and elevators (60; 77; 72-1); directors shall post and publish articles of incorporation before fixing route (37); corporations under special act must organize within two years (105-8); stockholders must be given first chance to subscribe for increased capital stock (58).	Massachusetts.
Railroad may increase stock beyond limit in charter with permission of commission (502); all issues of stock must be approved by commission (462).		Railroads may operate by electricity (110).	
do.	do.	do.	
Railroad may increase capital stock (H 3352).	Foreign railroads must accept service on agent or conductor (H 8145).		Michigan
	Foreign railroads may hold and use land same as domestic (M 6325).		
do. (M 6263)	do. (M 6325; 10422)	Railroads may unite with any railroad bridge or tunnel (445).	
		do.	
Railroad may increase capital stock by vote of majority of stock and with approval of commission (2739).	Foreign corporations doing business in State to be deemed domestic and to be subject to State laws (3425); foreign railroad may extend into State by filing copy of charter (2753).	Articles of incorporation must be published for four weeks (2594); by vote of two-thirds stock railroad may give bondholders right to vote for directors, or have one or more members on board (2735), or to otherwise share in control of railroad (2736).	Minnesota.
Corporations under special act may increase or decrease capital stock, or change number of shares (3396).	Foreign corporations must appoint agent for process in State (740; also 99-68).		
do.	do.	do.	
Railroad may increase capital stock, but not to exceed amount spent on railroad and property (3581).	Foreign railroads may not own, lease, or operate any domestic railroad (C. 197).	Articles of incorporation must also contain "time within which it is hoped railroad will be completed" (3572); railroads may do an express business (3589); rolling stock is personalty (C. 185); railroads may insure persons and property (3596); governor shall issue a "proclamation" on receipt of articles of incorporation (3573).	Mississippi.
do.	do.	do.	
Majority of stock may increase (2543; 2548) and three-fifths may decrease capital stock (2557).	Foreign railroads may extend into State (2564), but (1891) must keep a general office there (1022).	Rolling stock is personalty (C. XII, 16); railroads may determine terms and conditions of interchange of traffic (2588).	Missouri.
do. (1035; 1040; 1049)	do. (1060; 1022)	do. (C. XII, 16; 1081).	
Capital stock may be increased to cover expense of construction (694).	Foreign railroads may extend into State and build branches (702), but must file route with secretary of state (702); foreign corporations must have a place of business and agent for process in State (C. XV, 11).		Montana.
Capital stock may be increased or diminished (but not below indebtedness) by vote of two-thirds stock (412-14).	Foreign railroads may extend into State and build branches (923), but must file copy of charter with secretary of state (158; 923), and must establish office for service of process (188; 923).		
Provision of 1890 repealed and reenacted (906); provision of 1893 repealed (526).	Sec. 702 (1890) repealed. Foreign railroads may extend into State and build branches (910), but must file with secretary of state copy of charter (1030), and appointment of agent for process in State (1030).	Meetings of stockholders and directors to be at principal place of business (448).	
do.	do.	do.	

Table V.—CONDITIONS OF RAIL-

G.—Corporate powers relative to alteration of provisions of incorporation, consolidation,

State or Territory.	Year.	ALTERATION OF PROVISIONS OF INCORPORATION.			Consolidation, merger, lease, purchase, etc.
		To amend articles of incorporation.	To alter character of business.	To change name of corporation.	
Nebraska	1890				Connecting domestic railroads may consolidate (16-89) by vote of two-thirds stock of each (16-90); also connecting domestic and foreign roads (16-114) by vote of majority of stock of each (16-114), but consolidation of parallel lines forbidden (C. XI, 3; 16-114); railroads may lease (16-94; IV, 3) or purchase any other railroads (16-94; IV, 1, 2, 3), or make operating contracts with them (16-94; 16-116).
	1902				do
Nevada	1890				Domestic railroads or foreign and domestic railroads may consolidate on any terms agreed to by three-fourths stock of each (874; 1075).
	1901				
	1902				do
New Hampshire ..	1890			No (433) ..	Any two or more railroads may consolidate by vote of two-thirds stock present of each with approval of supreme court (436), capital stock of resulting corporation not to exceed sum of former capitals (437); any railroad may lease any other by vote of two-thirds stock present of each (436).
	1895				Purchasers at judicial sale become a corporation by filing certificate of sale with secretary of state (397).
	1897				
	1902			No (433) ..	do
New Jersey	1890			264	Continuous railroads, or those connected by an intervening line, may merge and consolidate by vote of two-thirds stock of each (56; 82; 289), and any railroad may lease any other (55), except that no foreign railroad shall lease or consolidate with a domestic save with consent of legislature (312); purchasers at judicial sale may organize as a corporation (167-8; 223); purchasers of any railroad may become a corporation (238); railroad may purchase another at judicial sale (327; 337).
	1898				First three provisions above restated (235; see also 23).
	1902			264	In addition to above: Railroad less than 10 miles long may consolidate with connecting railroad of adjoining State (215; see also 1900-70).
New Mexico	1890			3897	Any railroads may consolidate by vote of three-fourths stock of each (3847); any connecting railroads may merge and consolidate or railroad may consolidate with bridge company by vote of two-thirds stock of each (3892-3-5); any railroad may purchase, lease, or make operating contracts with any other railroad (3847; 3891).
	1897				Any railroad may purchase, lease, or buy stocks or bonds in any railroad (3921); purchasers at judicial sale may organize as a corporation (3922).
	1899				
	1902			3897	do

ROAD INCORPORATION—Continued.

change in capital stock, and foreign corporations; and peculiar statutory provisions—Continued.

Change in capital stock.	Foreign railroad corporations.	Laws relating to railroad incorporation, peculiar to a few States.	State or Territory.
Stock may be increased or decreased by vote of majority of stock (16-79; 16-56).	Kansas, Missouri, Iowa, Minnesota, and Dakota railroads may extend into State (II, 1); foreign railroads must keep an office in State (II, 1).	After incorporation directors must open stock books for subscriptions (16-80); consolidated companies must keep lines in good running order and not discriminate against any part thereof (16-93); rolling stock is personalty (C. XI, 2).	Nebraska.
.....do.....	.....do.....	do.	
Stock may be increased or decreased by vote of majority of stock (539).	Foreign corporations must file copy of charter with county recorder (1073).	Railroad must provide sinking fund for bonds (849); court may compel incriminating evidence from railroad men, but it shall not be used against them (900).	Nevada.
.....do.....	Foreign railroads may extend into State and build extensions and branches (51).	do.	
Stock may be increased (435)	Foreign railroads shall have same rights respecting lease, consolidation, and operation as domestic (439).	Subscribers to articles of agreement must agree to take their stock at par (433); subscribers to articles are the "provisional corporation" with limited powers (433) until public necessity of railroad is determined by supreme court (434); when receipts for any year exceed 10 per cent of expenditures from beginning, excess must be paid into State treasury (442).	New Hampshire.
Stock may be increased by vote of majority of stock present, amount to be approved by commission (19).	.....do.....	Railroads, with approval of commission, may acquire land for parks and charge admission fees (44).	
.....do.....	.....do.....	do.	
Capital stock may be increased by vote of two-thirds stock (9), and diminished by same vote (58).	Foreign railroads operating in State are considered as domestic for purpose of being sued (182).	When railroad is to be less than 10 miles long, 7 is the minimum number of incorporators (1); railroads may increase number of directors up to 20 by adding vice-presidents (272); when road is less than 10 miles long, 7 is number of directors (56); corporation formed after mortgage sale may have from 7 to 17 directors (260); railroads intersecting or approaching within a mile may agree and connect lines (201); when railroad has bought another, it may allow bondholders of other to vote (194).	New Jersey.
.....do.....	.....do.....	When railroad has constructed part of lines, if its articles of association are found to be defective, it may file supplemental articles to remedy defect (47).	
.....do.....	.....do.....	do.	
Stock may be increased or diminished by vote of two-thirds stock to any amount required for constructing and equipping road (3847).	.....do.....	Railroads exempt from taxation for 6 years after completion of road (3880).	New Mexico.
.....do.....	Foreign corporations must file a certificate of incorporation with secretary of the Territory (171).	do.	
.....do.....	.....do.....	do.	

Table V.—CONDITIONS OF RAIL-

G.—Corporate powers relative to alteration of provisions of incorporation, consolidation,

State or Territory.	Year.	ALTERATION OF PROVISIONS OF INCORPORATION.			Consolidation, merger, lease, purchase, etc.
		To amend articles of incorporation.	To alter character of business.	To change name of corporation.	
New York	1890			1433	Connecting domestic or domestic and foreign railroad bridges, tunnels, and ferries may merge and consolidate (365); by vote of two-thirds stock of each (366); railroads organized, whose proposed lines are continuous, may consolidate (364), but consolidation of parallel lines forbidden (367); railroad leasing another may exchange its stock for that of other, and when all is taken up, second shall be deemed to have merged into first (362); railroad must not buy stock in any other corporation (8); purchasers under judicial sale may organize as a corporation (5; 387-9).
	1891	S 32			Above provisions reenacted (R 70-2, 79-84; S 3); section 8 of 1890 repealed (S 40); domestic or foreign railroads may acquire line in State by purchase at judicial sale (R 77).
	1893				
	1895				
	1896				Corporation owning all stock of another may file certificate of resolution to merge (S 58).
	1897				
	1899				
	1902	S 32		1433	do.
North Carolina	1890				Any railroad may buy bonds and stocks of, or lease, any connecting railroad (85-159); lessee may exchange its stock for that of lessor until all stock is taken, when latter is deemed to be merged in former (1994); railroads may contract to manage each other's traffic (1995); franchise of corporation collecting tolls may be sold under execution (674); purchasers at judicial sale become a corporation (697; 2005), but railroad must be sold in its entirety (97-478).
	1899				
	1902				do.
North Dakota	1890				Domestic railroad may consolidate with connecting domestic or foreign railroad by vote of majority of stock (2954), and may lease or purchase any such road (2954); but consolidation of parallel lines is forbidden (C.141; 2954); franchise of a corporation authorized to receive tolls may be sold under execution (2936); purchasers at judicial sale may organize as a corporation (2947).
	1893	2908		2910	
	1902	2908		2910	do.
Ohio	1890	3238a	3238a	3238a	Connecting domestic railroads may consolidate (3379), or domestic with connecting foreign (3380), by vote of two-thirds stock of each (3381); railroad may lease another (3301), and foreign may lease domestic (3305); railroad may purchase part or all of a connecting line (3300); railroad may hold stock of any noncompeting line (3300, and 1902-S. B. 172); railroad sold by order of court may be bought by trustees of stockholders and creditors (3393-8); railroad may sell to any other (3409-14); railroad or five or more persons may purchase at judicial sale (3426).
	1893				
	1902	3238a	3238a	3238a	do. (See 1902-S. B. 61.)
Oklahoma	1893			1017	Any connecting railroads may consolidate by vote of majority stock of each (1016); any railroad may purchase, lease, or operate any connecting railroad (1016; also 99-110); franchise of corporation authorized to take tolls may be sold under execution (994); purchasers at judicial sale may organize as a corporation (1011).
	1901	79			
	1902	79		1017	do.

¹With permission of supreme court, and (1893) approval of commission.

ROAD INCORPORATION—Continued.

change in capital stock, and foreign corporations; and peculiar statutory provisions—Continued.

Change in capital stock.	Foreign railroad corporations.	Laws relating to railroad incorporation, peculiar to a few States.	State or Territory.
Stock may be increased by two-thirds vote of stock, with approval of commission (9); may be reduced by same vote, with approval of comptroller (381); when there is a plan for reorganization, stock may be increased (368).	Foreign corporations may acquire real estate in New York (433).	Preferred stock may be exchanged for common stock (p. 382); legislature shall not reduce rates so as to lower income below 10 per cent on capital (33); railroad may own mining lands to secure fuel for itself (445); canal companies may build railroads along or in lieu of canals (422).	New York.
Increase and decrease of stock must be authorized by two-thirds of stock (§ 45).	Same provision (C. 17).	First provision above reenacted (§ 47); second reenacted (R 38); railroad may acquire stock in coal company (R 4); certain railroads may cease operation in summer (R 55; R 21).	
Increase and decrease by vote of majority stock (§ 45); number of shares may be changed by two-thirds vote of stock (§ 56).	Foreign corporations must designate agent for process in State (C. 16), and secure certificate that they have complied with law (C. 15).		
Railroads may increase and decrease capital stock without regard to maximum or minimum (§ 44).	Foreign railroads must keep stock book in State (§ 33).		
do	do	In addition to above, railroads may confer on bondholders the right to convert bonds into stock (1194).	
Stock may be increased by vote of two-thirds stock (1939)		Railroads may own, lease, or operate restaurants, hotels, etc., along line (89-497); may lease iron rails (87-607); rolling stock is movable property (89-207); attorney-general must bring suit for injunction to prevent exercise of <i>ultra vires</i> (686).	North Carolina.
do	Foreign railroads must become domestic by filing charters with secretary of state (197).	do.	
Stock may be increased or decreased (but not below indebtedness) by vote of two-thirds stock (2905).	Foreign corporations must have a place of business and an agent for process in State (C. 136); foreign railroads may extend into State by filing record of route with secretary of state (2966); foreign corporations must file copy of charter with secretary of state and make him attorney for service (3261-3).	Rolling stock and fuel are fixtures (2957).	North Dakota.
do	do	do.	
Majority of stock may increase (3262) or decrease stock (3264).		Corporation may provide in its articles that each stockholder shall have but one vote (3245); incorporators shall open stock books for subscriptions (3242); stock purchased by directors below par is void (3313); railroads may take stock in elevator companies along line up to one-third value (3842).	Ohio.
But stock can not be increased until all is subscribed for and 10 per cent paid (3262).		do.	
do			
Stock may be increased by vote of two-thirds stock (966; 1008); may be decreased by same vote, but not below amount of debts (966).	Foreign railroads may extend into Territory by filing map of route (1027); foreign corporations must file copy of charter with secretary of the Territory (1167); also appointment of agent for process (1169).	Rolling stock deemed to be fixtures (1020); legislature, or either branch, or a committee of same, may examine any corporations (1000); directors may create a sinking fund (1022).	Oklahoma.
do	do	do.	

Table V.—CONDITIONS OF RAIL-

G.—Corporate powers relative to alteration of provisions of incorporation, consolidation,

State or Territory.	Year.	ALTERATION OF PROVISIONS OF INCORPORATION.			Consolidation, merger, lease, purchase, etc.
		To amend articles of incorporation.	To alter character of business.	To change name of corporation.	
Oregon.....	1890	3238	3238		Domestic railroad may lease or purchase foreign (3221), and vice versa (3233).
	1893			112	
	1902	3238	3238	112	do
Pennsylvania....	1890	49			Connecting railroads, whether domestic or foreign and domestic, may consolidate with approval of majority stock (174; 184); any domestic railroad may merge with any connecting domestic railroad with approval of majority stock (170), and may transfer all or only part of its rights, etc. (190); railroads and canal or navigation companies may lease, merge, or consolidate (186); railroad may purchase any other (97-8; 182); may lease or be leased by domestic or foreign line (95; 182; 191); but consolidation, etc., of parallel lines forbidden (C. XVII. 4); purchasers at judicial sale may incorporate (157); railroad may buy connecting line at judicial sale (185). See also 1901-53, 61, 62.
	1891				
	1893				
	1902				do
Rhode Island....	1890				Franchise of corporation authorized to receive tolls may be sold under execution (533-4).
	1895				Purchaser at judicial sale has all the powers, duties, etc., of the original corporation and may sell to any railroad (535).
	1902				do.
South Carolina....	1890				Railroad may buy, lease, or consolidate with foreign or domestic railroad by vote of majority stock of each (1615; 1624; 1646); may buy bonds or stocks of connecting road partly or wholly in State (1624); railroad may purchase connecting line at judicial sale (1623); purchasers at judicial sale may form a corporation (1610).
	1893				
	1894				Purchase of, lease of, or consolidation with, parallel line, or with road owning or controlling a parallel line, forbidden (812).
	1896				
	1899	68			
South Dakota....					
	1902	68			do.
	1890	90-ch. 55	90-ch. 55	90-ch. 55; 2987	Any railroads may consolidate by vote of majority stock of each (2986); but consolidation of parallel lines is forbidden (C. 203); domestic railroad may lease or purchase foreign (2986); franchise of corporation authorized to receive tolls may be sold under execution (2964); purchasers at judicial sale may form a corporation (2981).
	1895				
	1899				Any railroad may buy, lease, consolidate with or buy stocks or bonds of, any other noncompeting railroad (124) by vote of majority stock of each (124).
	1902	90-ch. 55	90-ch. 55	90-ch. 55; 2987	do.

ROAD INCORPORATION—Continued.

change in capital stock, and foreign corporations; and peculiar statutory provisions—Continued.

Change in capital stock.	Foreign railroad corporations.	Laws relating to railroad incorporation, peculiar to a few States.	State or Territory.
Stock may be increased or decreased by vote of majority of stock (3235). .....do.....	Foreign corporations may have all powers of domestic (3293); but must appoint attorney for process who shall be resident citizen of State (3276). do.	.....	Oregon.
Majority vote must be required for increase of capital stock (C. XVI, 7); railroad under special act may issue stock to secure equipment (33); railroad under general law may increase capital stock by vote of majority of stock (35). Any corporation may increase capital stock to any amount not exceeding \$10,000,000 (223). Provision of 1891 amended to \$30,000,000 (417); capital stock may be reduced by vote of majority of stock (352). .....do.....	Foreign corporations must have one or more places of business and an agent for service in State (C. XVI, 4). .....do.....	Commissioners appointed in act of incorporation must open books until all stock is subscribed (1); so also directors or corporations under general law (14); railroads may retain possession of old line after relocation (70); railroads may elect four vice-presidents in addition to directors (24); railroads may insure passengers (208). do.	Pennsylvania.
Corporation which shall increase its capital stock must file certificate with secretary of state (536). .....do.....	..... Foreign corporations must file appointment of attorney for service (875). do.	Person having claim against railroad must present same to railroad at least 14 days before beginning suit (603). do.	Rhode Island.
.....	.....	Injunctions may be issued against railroads violating laws (1736).	South Carolina.
.....	Foreign corporations must file location of office where process may be served, also copy of charter and by-laws (1466). .....	.....	.....
.....	Foreign railroads must become domestic by filing copy of charter with secretary of state and clerk of common pleas in each county (114). .....	.....	.....
Railroad may increase capital stock by amending charter (69). .....do.....	..... do.	Corporators first file a declaration containing items under "Details of articles;" secretary of state then issues a "commission" to corporators; after required amount of stock is subscribed and paid, corporators make their "return," upon which secretary of state issues charter (64-66). do.	.....
Stock may be increased by vote of two-thirds stock (2936; 2978), and decreased by same vote (2936); but must not be reduced below indebtedness (2936); stock beyond amount allowed in charter is void (2916); but charter may be amended so as to increase or change amount of stock (90-ch. 55). .....do.....	Foreign corporations must have known place of business and an agent for service in State (C. 196); must also file with secretary of state a copy of charter and appointment of agent for service (3190); foreign railroads may extend into State and build branches by filing route with secretary of state (2997). Repetition of second provision above (47). Foreign railroads may extend into State and build branches, but must file copy of charter and have office where process may be served (124). do.	Rolling stock is personalty (C. 202); rolling stock and fuel are fixtures (2990); railroads may have sinking fund (2992); legislature may examine railroads at any time (2970); stock and transfer books shall be open to public inspection (C. 201; 90-ch. 62). do.	South Dakota.

Table V.—CONDITIONS OF RAIL-

G.—Corporate powers relative to alteration of provisions of incorporation, consolidation,

State or Territory.	Year.	ALTERATION OF PROVISIONS OF INCORPORATION.			Consolidation, merger, lease, purchase, etc.
		To amend articles of incorporation.	To alter character of business.	To change name of corporation.	
Tennessee	1890	2426			Any connecting railroads may consolidate by vote of majority stock of each whether completed (1522) or uncompleted (1532); but consolidation of parallel lines is forbidden (1532); any railroad may buy, lease, or buy stocks or bonds of any other railroad (1506; 1509; 1520; 1540; 2043); purchasers at judicial sale may incorporate (1513a); railroad may buy another at judicial sale (1511).
	1891				Railroad may buy or lease lines forming extensions or branches of its own (1521).
	1895				Consolidation of competing lines forbidden (1490).
	1897	271			
	1899				
Texas	1902	271			do.
	1890	4108			Consolidation, lease, or purchase of parallel lines forbidden (4246); no domestic railroad shall consolidate in any way with foreign (C. X. 6; 4247); corporation shall not buy stock of any other corporation (4142); operating contracts between railroads shall be approved by commission (21); purchasers at judicial sale may organize as a corporation (4260a).
	1891				Corporation may be organized to purchase railroad (4107).
	1895				
	1899				Railroads not over 30 miles long, connecting at State line with another railroad, may be leased to such other railroad, with consent of commission and under circumstances determined by commission, for 10 years (with renewal by permission of commission), lessor to be subject to Texas law as regards the leased line (73).
Utah	1902	1108			do.
	1890	2323			Any railroads may consolidate, with consent of two-thirds stock of each (2360; 90-35); railroads may lease or operate each other (2367); consolidation with parallel lines forbidden (90-35); consolidated companies are domestic for judicial purposes (2365); railroad corporations may be formed to purchase railroad at judicial sale (2373).
	1892	7			Consolidation of parallel lines forbidden (C. 12-13).
	1896				Corporations may be formed to buy railroads at private or judicial sale (13 re-enacted in 1901-121).
	1897				
Vermont	1898	338; 433	No (338)		All above, except 1896, repealed. Any railroads, not parallel, may consolidate (435), or may lease any railroads (442); domestic railroad may buy stock of road, not parallel, partly in and partly out, or all in State (433); corporation may be formed to buy at private or judicial sale (433).
	1899				Corporation owning railroad in State may sell to any other railroad (31); when railroad increases stock it may receive subscriptions payable in shares of any other railroad (17).
	1902	338; 433	No (338)		do.
	1890				Vermont railroad may lease or operate any other railroad, or vice versa (3747); no railroad shall hold stocks or bonds of Vermont railroad unless authorized by legislature (3758); any railroad may buy connecting railroad at judicial sale (3975); on foreclosure of mortgage, majority of bondholders may organize to own and operate road (3950; 3970); when railroad is sold, creditor may pay purchaser amount of his claim, thereby acquiring an interest in road (3969).
	1898				No foreign railroad to be directly or indirectly interested in stock of domestic, without consent of legislature (8); nor may it own or operate any domestic railroad without consent of legislature (9). See also 1901-22.
Virginia	1902				do.
	1890				Corporation may not purchase stock of any other corporation (1070), save with consent of legislature or a court (1070); purchasers at judicial sale become a corporation (1233).
	1891				
	1898				Railroads may purchase branches or laterals not over 20 miles long (1189).
	1902				do.

ROAD INCORPORATION—Continued.

change in capital stock, and foreign corporations; and peculiar statutory provisions—Continued.

Change in capital stock.	Foreign railroad corporations.	Laws relating to railroad incorporation, peculiar to a few States.	State or Territory.
Stock may be increased at any time (2424).	Foreign railroad may extend into State (1540); may extend 5 miles into State (1488); must file copy of charter (2546).	Corporations must have sinking fund (2062).	Tennessee.
do.	If foreign corporation has no agent for service in State, it may be proceeded against by attachment on any property in State (2549).		
do.	Operation of foreign corporations in State declared to be a privilege (1009).	Railroad may condemn such part of the right of way of another railroad as the jury shall find not necessary to operation of latter (920).	
Stock may be increased by vote of two-thirds stock (4145).		Rolling stock is personalty (C. X.4: 4259); presidents and vice-presidents of railroads are exempt from jury duty (3014).	Texas.
do.		Railroads may hold stocks and bonds of union depot companies (187).	
do.		do.	
Stock may be increased or decreased by vote of two-thirds stock (2323).	Foreign corporations must file copy of charter and appointment of agent for service (2233).		Utah.
do.		Rolling stock is personalty (C. 12-14).	
Provision above omitted. Stock not to be diminished below 50 per cent in excess of indebtedness (338).	Foreign corporations must file copy of charter and appointment of resident agent for service with secretary of state and county clerk (351).		
do.	do.	do.	
Stock may be increased by vote of two-thirds stock (3762).		No locomotive not belonging to a railroad may run upon its tracks save with its permission (3920); railroad may cross highway only if commission shall deem it necessary (3840).	Vermont.
do.	No foreign railroad may own, operate, or be interested in domestic without permission of legislature (8; 9).	do.	
do.	Foreign corporations must file appointment of resident agent for service with secretary of state (1104); foreign railroad beginning operations in Virginia becomes ipso facto domestic (1185b).	Act of incorporation may authorize selling of stock below par (1124); railroad has exclusive right of transportation over its own line (1200).	Virginia.
do.	Foreign corporations must incorporate in Virginia (1053; C. 163).	Railroad may guarantee bonds of steamboat companies operating in connection with its road (1232a).	
do.		do.	

Table V.—CONDITIONS OF RAIL-

G.—Corporate powers relative to alteration of provisions of incorporation, consolidation.

State or Territory.	Year.	ALTERATION OF PROVISIONS OF INCORPORATION.			Consolidation, merger, lease, purchase, etc.
		To amend articles of incorporation.	To alter character of business.	To change name of corporation.	
Washington.....	1890	1498			Any railroads may consolidate (1536); any railroad may lease or purchase any other (1536); but consolidation of parallel lines forbidden (C. XII, 16; 1536).
	1902	4251			.....do. (4304)
West Virginia.....	1890			503	Any railroads connecting directly or by means of an intervening road may merge and consolidate, lease and be leased (533); but consolidation of parallel lines without consent of legislature is forbidden (C. XII, 11; 533); purchasers at judicial sale become a corporation (543); when railroad has been constructed through a county wholly by subscriptions to capital stock, it can not sell franchise without consent of county court (536).
	1902				Domestic railroad may consolidate with any other, or may purchase any other railroad (238).
Wisconsin.....	1890			1835	Any connecting railroads, not parallel, may consolidate by vote of majority stock (1833); and any railroad may purchase, lease, or hold stocks or bonds of any other railroad, not parallel (1833); question of parallelism of lines to be settled by a jury (1804; 1833); purchase at judicial sale has all rights of former corporation (1828).
	1899				Railroad, with consent of majority of stock, may purchase connecting but not parallel line at judicial sale (306).
	1901				
	1902			1835	.....do
Wyoming.....	1890	562	520	90-21	Any two or more connecting railroads may consolidate (550); domestic railroad may buy or lease any other, and vice versa (554); any railroad may buy, lease, or consolidate with any other (90-90); railroad may subscribe to stock of a connecting railroad (553; but see 510).
	1899				
	1902	562	520	90-21	.....do

ROAD INCORPORATION—Continued.

change in capital stock, and foreign corporations; and peculiar statutory provisions—Continued.

Change in capital stock.	Foreign railroad corporations.	Laws relating to railroad incorporation, peculiar to a few States.	State or Territory.
Stock may be increased or diminished, but not below amount of debts and liabilities, by vote of two-thirds stock (1515); stock shall never be increased but by vote of at least majority of stock (C. XII, 6).	Foreign railroads may extend into State (1537); foreign corporations shall have all capacities of domestic by filing copy of charter with secretary of state (1524); foreign corporations must designate and maintain an agent for service at a designated principal place of business in State (1526).	Rolling stock is personalty (C. XII, 17); every railroad in State shall be called a "post road" (1545); no corporation shall commence business or condemn land until whole amount of capital stock is subscribed (1497); railroad may own stocks and bonds of corporations for irrigating and reclaiming lands (1548), or may itself go into that business (1544). do. (4357; 4250; 4311-2.)	Washington.
.....do. (4271).....	.....do. (4305; 4291; 4293).....		
Capital stock may be increased by vote of two-thirds stock (528).		Rolling stock is personalty (C. XI, 8; 532); before railroad corporation may hold meeting one-twentieth stock must be subscribed and 10 per cent of subscriptions paid in cash (525).	West Virginia.
.....do.....		do.	
Stock may be increased by vote of two-thirds stock (1826).	Foreign corporations must keep one office in State, and must accept service on any station agent (1857a).	Rolling stock and fuel are fixtures (1838); railroads may use 50 per cent of net earnings for sinking fund purposes (1840).	Wisconsin.
Stock may be increased by vote of majority of stock (681). do.			
Corporation may increase or diminish capital stock by vote of two-thirds stock (520).	Foreign railroads may extend into State and build branches (90-31), but must file copy of charter with secretary of state (600; 90-31 and 1901-93), must establish office in State at which process may be served (90-31), and must keep agent for service in each county entered (C. X, 8).		Wyoming.
.....do.....	.....do.....	All railroads in State must file certificates of incorporation with secretary of state within one year after commencing business (114). do.	

EXPLANATORY NOTE.

Table VI is concerned with the statutory provisions regarding the technical aspects of railroad construction, maintenance, and operation. There have been a large number of enactments in regard to this subject since 1890.

Part A is concerned with statutory provisions regarding roadway. The laws on this subject are most complete in Michigan, New York, Massachusetts, Vermont, Ohio, and Kentucky.

Part B deals with the subject of railroad and highway crossings. This whole matter has received a comparatively large amount of attention.

Part C is concerned with the subject of trains and the movement of trains. About one-half the States have laws on this subject which are very complete.

Part D deals with stations, and here there are comparatively few provisions to be found. This part also covers the subject of tickets and baggage.

Part E is concerned with the subject of employees and the provisions which have been enacted in eleven States to protect railroads from the results of strikes on their own or other lines.

The figures in the body of the following table indicate that the State in question has a statute conforming to the statement made in the boxing of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

C Constitution.

C. C. Criminal Code.

P. C. Penal Code.

C. C. P. Code of Civil Procedure.

S. L. Session Laws. References to session laws are to pages, except where indicated by ch. (chapter.)

R. Repealed.

The following is the explanation of the signs used in the tables:

* When ordered by commission.

† With the consent of commission.

‡ Unless otherwise allowed by the commission.

†† Approved by the commission

Table VI.—CONSTRUCTION,
A.—Statutory provisions

State or Territory.	Year.	RIGHT OF WAY.						
		Width of right of way limited to what?	Route must be approved, and how?	Railroads must keep way clear of combustibles.	Railroads must keep way clear of dangerous trees.	Railroads must keep way clear of noxious weeds.	Railroads must plow fire guards on edges of roadway.	Railroads must construct and maintain culverts and drains.
Alabama	1890	100 feet (1163)						
	1902	do						
Alaska	1900	200 feet (455)						
Arizona	1890	200 feet (313)						
	1902	do						
Arkansas	1890	6 rods (6175)						
	1891							6240
	1899		Branches and extensions by State board of railroad incorporation (368).					
	1902	do	do					6240
California	1890	9 rods (465)						
	1902	do						
Colorado	1890	200 feet (602)		3704; and 1901-189			3704	591
	1897							
Connecticut	1890	6 rods (3460)	By commission (8420: 3460); branches by a superior court judge (89-97).					
	1902	do	do					
Delaware	1890			946				
	1899	66 feet (475)						
Dist. of Columbia	1890	6 rods (138)	By Congress (142)					
	1902	do	do					
Florida	1890	200 feet (2241)						
Georgia	1893							
	1902	do						
Idaho	1890	200 feet (16891)						
	1891	Repealed and re-enacted (161).						
	1892	Repealed and re-enacted (2167).						
	1902	do						
Illinois	1890	9 rods (2666)						
	1891	do						
Indiana	1890	100 feet (20)		63				20
	1902	do		63				20
Indian Territory	1890					5563		
	1901					5563		
Iowa	1890							
	1894	100 feet (1995)						
Kansas	1890							
	1895	100 feet (68-1; 70-2).						
Kentucky	1890							
	1902	do				172-6		

MAINTENANCE, AND OPERATION.

relative to roadway.

[illegible]

Table VI.—CONSTRUCTION, MAIN-

A.—Statutory provisions

		RIGHT OF WAY.							
State or Territory.	Year.	Width of right of way limited to what?	Route must be approved, and how?	Railroads must keep way clear of combustibles.	Railroads must keep way clear of dangerous trees.	Railroads must keep way clear of noxious weeds.	Railroads must plow fire guards on edges of roadway.	Railroads must construct and maintain culverts and drains.	Railroads must allow telegraphs to be put in along roadway.
Kentucky	1890								
	1893	100 feet, and 50 feet for each extra track (768).		790					
	1902	do		790					
Louisiana	1890								
	1898								
	1902								
Maine	1890	4 rods (14)	By commission (6)						
	1902	do	do						
Maryland									
Massachusetts	1890	5 rods (88)							
	1898								
	1902	do							
Michigan	1890	100 feet (Sup. 3323)	By board consisting of commissioner, attorney-general, and secretary of state (H 3321).		H 3442	H 3443		H 1724	
	1897								
	1902	do. (M 6234)	do. (M 6232)		M 6323	M 3507: 5707		M 4333	
Minnesota	1890					6897			
	1895			476					
	1902			476		6897			
Mississippi	1890								
	1902								
Missouri	1890	100 feet (2543)		2614		8415; also 95-10217 10217		2614	
	1902	do. (1035)		1110				1110	
Montana	1890			719		719			
	1891								
	1895	100 feet (894)		952		IV, 1199			
	1902	do		952		IV, 1199			
Nebraska	1890	200 feet (16-81)							
	1893								
	1897					16-1048, t			
	1902	do				16-1048, t			
Nevada									
New Hampshire	1890	10 rods (851)							
	1902	do							
New Jersey	1890	6 rods (443)							
	1902	do							
New Mexico	1890	100 feet (83)							
	1902	do							
New York	1890	200 feet (3847)		3904			3904		
	1902	do		3904			3901		
New York	1890	6 rods (28-4)		472		470			
	1891	Repealed				R 52			
	1902			472		R 52			

¹ Construct half of fence; owner of land must construct other half.

TENANCE, AND OPERATION—Continued.

relative to roadway—Continued.

FENCES.		TRACK.					BRIDGES.		OVERHEAD OBSTRUCTIONS.		State or Territory.
Railroads must construct and maintain fences.	Railroads liable for stock killed when road is unfenced.	Railroads must connect tracks at railroad crossings.	Frogs, switches, guard rails, etc., must be filled or blocked.	Railroads must have safety switches, or switches must be approved.	Weight or quality of rails regulated.	Width of gauge regulated.	Bridges must be kept in repair.	Guard posts must be maintained on bridge trusses.	Minimum height of obstructions over tracks fixed.	Guards must be maintained near overhead obstructions.	
11790	778-81 Repealed and substitute enacted (813).		780						22 feet † (776).	* 776	Kentucky.
Repealed and substitute enacted (40).	R. (40)		780						do	* 776	
	761									765	Louisiana.
	761						* C. 284			765	
36			††(4)	(3)						†† 32	Maine.
36			††(4)	(3)						†† 32	
											Maryland.
115			†† 86-120	159		35			† 120	†† 160	Massachusetts.
115			†† 86-120	159		35			346	†† 160	
Sup. 3377		Sup. 3357	Sup. 3397a						Sup. 3401		Michigan.
M 6294		M 6268	M 6313						M 6324		
2684; 2692; 2698		381	2681			2728					Minnesota.
2684; 2692; 2698		214	2681			2728					
							4315-6*			3553	Mississippi.
							3555			3553	
							4315-6*			3555	
2611			2627; also 91-1123								Missouri.
1105			1123								
	267										Montana.
	950										
	950										
72, I. 1		*S. L. ch. 11									Nebraska.
72, I. 1		*S. L. ch. 11									
874					891						Nevada.
874					891						
450										450	New Hampshire.
450										450	
83											New Jersey.
83											
241		3914									New Mexico.
241	See 1901-165	3914									
44: 373; 384				472	378			476		473	New York.
R 32				R 49	R 31			R 49-3		R 49-2	
R 32				R 49	R 31			R 49-3		R 49-2	

* Declared void: 46 Nebr., 682.

Table VI.—CONSTRUCTION, MAIN-

A.—Statutory provisions

State or Territory.	Year.	RIGHT OF WAY.						
		Width of right of way limited to what?	Route must be approved, and how?	Railroads must keep way clear of combustibles.	Railroads must keep way clear of dangerous trees.	Railroads must keep way clear of noxious weeds.	Railroads must plow fire guards on edges of roadway.	Railroads must construct and maintain culverts and drains.
North Carolina	1890	100 feet (1957)						85-211
	1902	do						85-211
North Dakota	1890	100 feet (2947)						
	1899							
	1901							
	1902	do						
Ohio	1890			3365				3342
	1902			3365				3342
Oklahoma	1893	100 feet (1010)						
	1902	do						
Oregon	1890	60 feet (3240)						
	1891							
	1898							
	1902	do						
Pennsylvania	1890	60 feet (55)						
	1902	do						
Rhode Island	1890							
	1894							
	1902							
South Carolina	1890							
	1897							
	1899	150 feet (68)						
	1902	do						1008
South Dakota	1890	100 feet (2980)						
	1897							
	1902	do						
Tennessee	1890	200 feet (2413)						
	1891							
	1902	do						
Texas	1890	200 feet (4169)						4171
	1901					283		
	1902	do				283		4171
Utah	1890	9 rods (2333)						
	1898	do. (436)						
	1901							
	1902	do						
Vermont	1890	5 rods (3810)				3894		4234
	1902	do				3894		4234
Virginia	1890	100 feet (1073)						
	1902	do						
Washington	1890	200 feet (1570)						C. XII. 19: 1545
	1893							
	1899					74		
	1902	do. (4334)				74		C. XII. 19: 4357
West Virginia	1890	100 feet (496; 530)						
	1902	do						
Wisconsin	1890	100 feet (1828)						
	1895			1816a		1816a		
	1899							
	1902	do		1816a		1816a		
Wyoming	1890	200 feet (88-123)					1947	
	1902	do					1947	

1 In inclosed land.

2 When required by general assembly.

TENANCE, AND OPERATION—Continued.

relative to roadway—Continued.

FENCES.		TRACK.				BRIDGES.		OVERHEAD OBSTRUCTIONS.		State or Territory.	
Railroads must construct and maintain fences.	Railroads liable for stock killed when road is unfenced.	Railroads must connect tracks at railroad crossings.	Frogs, switches, guard rails, etc., must be filled or blocked.	Railroads must have safety switches, or switches must be approved.	Weight or quality of rails regulated.	Width of gauge regulated.	Bridges must be kept in repair.	Guard posts must be maintained on bridge trusses.	Minimum height of obstructions over tracks fixed.		Guards must be maintained near overhead obstructions.
							2054 2054				North Carolina.
12980		3017; also 93-3067 * 199					2974				North Dakota.
12980		253 253					2974				
3324			9822			3338	* 247		3337; also 98-3365		Ohio.
3324			9822			3338	* 247		3337; also 98-3365		
1047 1047							1042 1042				Oklahoma.
	4044						* 1972 R. 147				Oregon.
	4044										
											Pennsylvania.
									600		Rhode Island.
			†† 606 †† 606						600		
		* 455									South Carolina.
		‡ 388									
13018		* 89-110 * 110					* 110 * 110				South Dakota.
13018		* 110									
	1586 1588										Tennessee.
	4245										Texas.
	4245										
90-78 Repealed 92 92	90-78 Repealed 92 92										Utah.
3874-5 3874-5	3877 3877		3885 3885							†† 3884 †† 3884	Vermont.
11258, 11262 11258, 11262		* 1097 * 1097								†† 44	Virginia.
		C. XII, 13									Washington.
	See 4332										
	See 4332	C. XII, 13	49 49								
313 313											West Virginia.
1810			1809b								Wisconsin.
1810		* 376 * 376	1800b								
											Wyoming.

* When required by commissioner, attorney-general, and governor.

Table VI.—CONSTRUCTION, MAIN-

B.—Statutory provisions

State or Territory.	Year.	CONSTRUCTION, MAINTENANCE, AND CONTROL.			PROVISIONS FOR PUBLIC SAFETY.						
		Railroads must maintain crossings and ap- proaches.	Railroads must con- struct and maintain private crossings.	Crossings are under control of commis- sion.	Flagmen or gates required at high- way cross- ings.	Warning boards re- quired at highway crossings.	Cattle guards required at high- way and private crossings, etc.	Signal man re- quired at railroad crossings.	Auto- matic sig- nals re- quired at highway crossings.	Interlock- ing devices required at railroad crossings.	Interlock- ing devices may be put in at railroad crossings.
Alabama	1890					3442	3480				
	1902					3442	3480				
Alaska											
Arizona	1890	331, and 1901-870				331					
	1902	331, and 1901-870				331					
Arkansas	1890					6197					
	1893						6238				
	1902					6197	6238				
California	1890										
	1902										
Colorado	1890										
	1902										
Connecticut	1890	3499		3423-4; 3478; 3504; 3476; 89-98; 3471; 3480.	*3423-4	*3423; ††3478	‡3504		*3424		
	1893										
	1895			445; 626; 671							
	1897		906								
	1902	3499	906	445; 626; 671	*3423-4	*3423; ††3478	‡3504		*3424		
Delaware	1890	590									
	1899	476	476		*48	482	476			478	
	1902	476	476		*48	482	476			478	
Dist. of Columbia	1890	181									
	1902	181									
Florida	1890					2264	2271; also 91-110				
	1893		121				121				
	1899	98					98				
	1902	98	121				98				
Georgia	1890										
	1891										
	1892	2240					2243				
	1902	2220					2243				
Idaho	1890										
	1891	162									
	1902	162									
Illinois	1890	71			99	67	62				††87-149; also ††1891- 76d
	1891										
	1902	71			99	67	62		*††211-217 *††211-217		††87-149; also ††1891- 76d
Indiana	1890										
	1891				5333, and 1901-344		5479				
	1895	5313									
	1897									At new crossings (5306)	15305
	1902	5313			5333, and 1901-344		5479			do	
Indian Territory											
Iowa	1890					2054	2022				
	1894									*2061-5	
	1902					2054	2022			*2061-5	

* By one railroad, when authorized by auditor

† When ordered by court, on application of one railroad.

TENANCE, AND OPERATION—Continued.

relative to crossings.

Separation of grades.	State or Territory.
Highway crossings to be other than at grade if practicable (1164).....	Alabama.
do.	Alaska.
	Arizona.
Railroad to keep overhead bridge at highway crossing in good repair (6263).....	Arkansas.
do.	California.
	Colorado.
All highway crossings to be other than at grade, except with special permission of commission (3480-1), which is judge of practicability of nongrade crossings (3471); commission may order any alteration of highway at grade crossing (3483; 3489); on petition of railroad or of local authorities, commission may order separation of highway grade crossing (89-134). Railroads must keep in repair all structures over track at highway crossings (397); on petition commission may order elimination or alteration of private crossing (409).	Connecticut.
do.	Delaware.
Highway crossings may be at, above, or below grade (590)..... Railroad crossings in incorporated towns to be not at grade, except with permission of local authorities (476); crossings of railroads to be not at grade, if practicable, question of practicability to be settled by chancellor (478). do.	Dist. of Columbia.
Railroads may separate grade at any highway crossing (139).....	Florida.
do.	Georgia.
No railroad may cross another at grade without its consent (1689)..... Repealed and reenacted with provision that commission shall settle disputes (161). Repealed (2160); railroads may cross each other at grade or not (2219). do.	Idaho.
Highway crossings may be at, above, or below grade (2672).....	Illinois.
do.	Indiana.
When railroad crosses highway, latter "may be carried under or over track, as may be found most expedient" (5332).	Indian Territory.
If railroads can not agree upon manner of new crossing, circuit court may order it at grade or not (5303).	Iowa.
do.	

³When ordered by local authorities.

Table VI.—CONSTRUCTION, MAIN-

B.—Statutory provisions

State or Territory.	Year.	CONSTRUCTION, MAINTENANCE, AND CONTROL.			PROVISIONS FOR PUBLIC SAFETY.						
		Railroads must maintain crossings and ap- proaches.	Railroads must con- struct and maintain private crossings.	Crossings are under control of commis- sion.	Flagmen or gates required at high- way cross- ings.	Warning boards re- quired at highway crossings.	Cattle guards required at high- way and private crossings, etc.	Signal man re- quired at railroad crossings.	Auto- matic sig- nals re- quired at highway crossings.	Interlock- ing devices required at railroad crossings.	Interlock- ing devices may be put in at railroad crossings.
Kansas	1890	70-22				20-8	70-18			70-55, 56, *††57	
	1901			522						*522	††523
	1902	70-22		522		20-8	70-18			*522	††523
Kentucky	1890										
	1893	768			*774	773	1793				
	1902	768			*774	773	1793				
Louisiana											
Maine	1890		21		134	33	21				
	1893				*34						†(5)
	1902		21		*34	33	21		*34		†(5)
Maryland	1890				1194	175		197			
	1902				1194	175		197			
Massachusetts	1890	124	*171		165-61; *88- 240	164	115	*88-240	*††85-85		
	1891										
	1895			426							
	1898										
	1902	124	*171	426	165-61; *88- 240	164	115	*88-240	*††85-85		
Michigan	1890	H 3323		H 3310; 3301; 3364; Sup. 3376	* H 3301; 3364	Sup. 3375	H 3377			* H 3321; *3310	††Sup. 3376
	1893										
	1897								M 5500		
	1902	M 6234		M 5222; 6281; 6296; 5231	* M 5222; 6281	M 6296	M 6294		M 5500 M 5500	* M 6232; *5231	†† M 6296
Minnesota	1890	2685; 2689	2696			2684	2692				††2706
	1902	2685; 2689	2696			2684	2692				††2706
Mississippi	1890		3561		4314	3552	3561				
	1902		3561		4314	3552	3561				
Missouri	1890	2609	2611			2609	2611				
	1902	1103	1105			1103	1105				
Montana											
Nebraska	1890	I, 1	I, 1; 16, 106				I, 1				
	1902	I, 1	I, 1; 16, 106				I, 1				
Nevada	1890										
	1902										
New Hampshire	1890	447	447			448	450				
	1902	447	447			448	450				
New Jersey	1890		32			30; 118	32				
	1891										
	1893										
	1895										
	1896										
	1898				110						
	1902		32		110	30; 118	32				

¹ When required by local authorities.

² When ordered by commissioner, attorney-general, and secretary of state.

TENANCE, AND OPERATION—Continued.

relative to crossings—Continued.

Separation of grades.	State or Territory.
New railroad crossings may be at grade or not, as ordered by commission (69-33) do. (522). do.	Kansas.
.....	Kentucky.
.....	Louisiana.
County commissioners may order railroad to raise or lower highway at grade crossing (29); future highway crossings to be other than at grade except with special permission of commission (28; 89-282). do.	Maine.
Railroads may make highway crossings other than at grade (173); county commissioners may require railroad to change grade at crossings in cities (194). do.	Maryland.
No grade crossings of railroads without consent of commission (118); on petition of both railroads commission may determine manner of separating railroad grade crossing (117); highway crossings to be other than at grade save with permission of county commissioners and commission (119), and county commissioners shall determine manner of crossing (94); when railroad and local authorities agree as to changes in grade of highway crossing, and the agreement is confirmed by commission, it shall be binding (90-428); upon petition of railroad or local authorities, court may appoint three commissioners to determine necessity of altering highway grades, and may confirm their decision by decree (90-428). Attorney-general, when instructed by governor, may petition court to appoint commissioners as in §3-428 (ch. 262). When railroad and street railroad can not agree on manner of nongrade crossing, commission decides (346). do. (see 1902-160, 251, 301).	Massachusetts.
.....	Michigan.
Railroad crossing board created, consisting of commissioner and two others appointed by governor. Separation of highway grades may be effected by agreement between railroad and local authorities, but in case of disagreement, petition may be filed with the railroad crossing board, whose order shall be enforced through courts (M 4229-4238). do.	Minnesota.
.....	Mississippi.
Railroads must keep nongrade crossings in good repair (3555). do.	Missouri.
.....	Montana.
Railroads may raise or lower highways to avoid grade crossings (16-101), but must keep in repair all bridges at such crossings (16-103). do.	Nebraska.
Railroads may make highway crossings at grade or not (853). do.	Nevada.
Railroads must not cross highways or other railroads at grade without consent of commission (448) [nor may highway be laid out across railroad at grade without commission's consent (95-448)]; commission may authorize railroad to raise or lower highway at any crossing (449) [and may require them to do so (93-32)]; any town may require railroad to separate grades, but railroad may appeal to commission (449). do.	New Hampshire.
Highway may be carried under or over railroad (21); railroads may alter grade of highway to avoid a grade crossing (p. 2824). Crossings in cities shall not be at grade save with consent of common council (84; 169). Municipal authorities may enter into contracts with railroads whereby they shall relocate or change grades (221). Chancellor may order new highway crossings outside of cities to be other than at grade (343; also 99-248). Cities of first class may petition supreme court to order abolition of any grade crossings (139). Railroads and local authorities may enter into agreement to abolish grade crossings (56; 116). do. (48).	New Jersey.

Table VI.—CONSTRUCTION, MAIN-

B.—Statutory provisions

State or Territory.	Year.	CONSTRUCTION, MAINTENANCE, AND CONTROL.			PROVISIONS FOR PUBLIC SAFETY.						
		Railroads must maintain crossings and ap- proaches.	Railroads must con- struct and maintain private crossings.	Crossings are under control of commis- sion.	Flagmen or gates required at high- way cross- ings.	Warning boards re- quired at highway crossings.	Cattle guards required at high- way and private crossings, etc.	Signal man re- quired at railroad crossings.	Auto- matic sig- nals re- quired at highway crossings.	Interlock- ing devices required at railroad crossings.	Interlock- ing devices may be put in at railroad crossings.
New Mexico.....	1890						241				
	1902						241				
New York.....	1890		44: 373: 384		473	40	44				†† 474
	1891		R 32		R 33, and 1901-804	R 33, and 1901-804	R 32				
	1897										
	1898									* R 36	
	1902		R 32		R 33, and 1901-804	R 33, and 1901-804	R 32			* R 36	†† 474
North Carolina....	1890	1710	1795				1795				
	1902	1710	1795				1795				
North Dakota.....	1890	3000	2979			2975					
	1902	3000	2979			2975					
Ohio.....	1890	3324; also 91-3337	3327		* 247a	3323	3324				†† 3333
	1893										
	1894								* 247a		
	1896									* 247e: 247f	
	1902	3324; also 91-3337	3327		* 247a	3323	3324		* 247a	* 247e: 247f	†† 3333
Oklahoma.....	1893		1046			1043					
	1902		1046			1043					
Oregon.....											
Pennsylvania.....	1890	58	58		73						
	1901										
	1902	58	58		73						
Rhode Island.....	1890	606			1606	599					
	1893			599		†† 599			* 607		
	1895			599							
	1899				* Ch. 701						
	1902	606		599	* Ch. 701	†† 599			* 607		
South Carolina....	1890	1691: 1724: 1727			* 1695	1686	1729				
	1902	Above: also 1009			* 1695	1686	1729				
South Dakota.....	1890		3017			3014					
	1895	156									
	1902	156	3017			3014					
Tennessee.....	1890	1593: 2417: also 99-840	2419			* 1574	1595				
	1902	1593: 2417: also 99-840	2419			* 1574	1595				
Texas.....	1890	4170a, b	4170a			4231	4240				
	1901			255						†† 255	
	1902	4170a, b	4170a	255		4231	4240			†† 255	
Utah.....	1890	2357					90-78				
	1898	445					R.				
	1899				144						
	1901				144		92				
	1902	445			144		92				
Vermont.....	1890	3871	3871		* 3851	†† 3848	3871				
	1902	3871	3871		* 3851	†† 3848	3871				

1 When required by local authorities.

2 Must be put up by overseers of highways.

TENANCE, AND OPERATION—Continued.

relative to crossings—Continued.

Separation of grades.	State or Territory.
	New Mexico.
Highways may be carried under or over track (24)	New York.
New crossings by railroad over highway to be not at grade, save with permission of commission (R 60), which shall also determine whether crossing shall be above or below (R 60), also manner of crossing when street is laid out across railroad (R 61); commission may on its own motion, or on petition of local authorities, order a separation of grades (R 62-6); street railways shall be laid out above or below railroad as determined by commission (R 68); expense apportioned by law (R 65). do.	
Railroads may cross highways at grade or not (2054) and must maintain all bridges over highway crossings (1954)	North Carolina.
do.	
Bridges at nongrade crossings must be kept in repair by railroad (2974)	North Dakota.
do.	
	Ohio.
Railroad may join with local authorities in altering grades at highway crossings, railroad to pay 65 per cent and local authorities 35 per cent of cost (3337).	
Railroads and local authorities may enter into agreement to separate grades (S. B. 53).	
Railroad may separate grade at any highway crossing (1010; 1040), but must maintain all bridges and abutments at nongrade crossings (1042). do.	Oklahoma.
	Oregon.
A court may require crossing of two railroads to be other than at grade (74); railroads in cities may separate grades with consent of city (71). Railroads or municipalities may separate grades (532); future highway crossings not to be at grade, except with permission of a court (531). do.	Pennsylvania.
Local authorities may request railroad to separate highway grade crossings; if railroad refuses, petition may be brought before commissioner, who may order such separation (605); no railroad shall be built at grade across highway, or vice versa, save with consent of commissioner (605). First provision above amended to provide for appeal to court instead of commissioner (605). Repetition of second provision in 1890 (ch. 658). do.	Rhode Island.
No grade crossing of two railroads without approval of commission (1723); railroad may raise or lower highway in order to separate grade (1725); railroad must maintain bridges, approaches, etc., at nongrade crossing made by itself (1702). do.	South Carolina.
Railroads may cross highways at grade or not (2980), and may raise or lower any highway (3011)	South Dakota.
do.	
	Tennessee.
	Texas.
Future railroad crossings shall be at grade or not, as ordered by commission (255). do.	
	Utah.
	Vermont.
Railroad may raise or lower highway so as to make crossing not at grade (3838); when highway is laid out across railroad, commission may order it to be not at grade (3838); railroads to maintain constructions at nongrade crossings (3844). do.	

TENANCE, AND OPERATION—Continued.

relative to crossings—Continued.

Separation of grades.	State or Territory.
Highway crossings may be at, above, or below grade (1035)	Virginia.
do.	Washington.
.....	West Virginia.
Railroads may carry highways over or under track (1828); local authorities may make contracts with railroads as to separation of grades at crossings (1299h). do.	Wisconsin.
Railroads may separate highway grade crossings (68-129)	Wyoming.
do.	

Table VI.—CONSTRUCTION, MAIN-

C.—Statutory provisions

State or Territory.	Year.	MAKE-UP.		EQUIPMENT.					
		Freight cars, etc., not to be run behind passenger cars.	Engine must be at head of passenger train.	Automatic or safety couplers required on passenger cars.	Automatic or safety couplers required on freight cars.	Train brakes required on passenger trains.	Train brakes required on freight trains.	Each passenger car must have a brake.	Each freight car must have a brake.
Alabama	1890 1891 1899 1902								
Alaska									
Arizona	1890 1891 1902	P. C. 631 P. C. 631							
Arkansas	1890 1891 1893 1902	6195 6195							
California	1890 1901 1902	IV, 392 IV, 392							
Colorado	1890 1891 1901 1902								
Connecticut	1890 1893 1895 1899 1902				†† 3537 †† 3537				
Delaware	1890 1899 1902						482 482		
Dist. of Columbia ..	1890 1902	142 142							
Florida	1890 1902								
Georgia	1890 1891 1892 1901 1902								
Idaho	1890 1902	6925 6925							
Illinois	1890 1891 1902	83 83		98 98					
Indiana	1890 1897 1902	5351 5351							
Indian Territory ..	1900								
Iowa	1890 1892 1894 1896 1902			2079 Ch. 23 33 33	2079 Ch. 23 33 33	2081-2 Ch. 23 Ch. 23	2081-2 Ch. 23 Ch. 23		
Kansas	1890 1897 1902								
Kentucky	1890 1893 1896 1902					778 778			
Louisiana	1890 1902								

TENANCE, AND OPERATION—Continued.

relative to trains.

EQUIPMENT.									State or Territory.
Brake required at rear of train.	Passenger cars must have drinking water.	Passenger cars must be heated.	Passenger cars must be lighted.	Heating of passenger cars regulated.	Tools and buckets required on passenger cars.	Lighting of passenger cars regulated.	Locomotives must have spark arresters.	Passenger trains must have bell-cord or other signal to engine.	Flexible bridge required between passenger cars.
	3456		3456						Alabama.
	3456		3456						
									Alaska.
									Arizona.
									Arkansas.
	6231								
	6231								
									California.
									Colorado.
							189 189		
	3540	* 3569	* 3569						3540 Connecticut.
	3540	* 3569	* 3569						3540
									Delaware.
						482 482			
									Dist. of Columbia.
									Florida.
									Georgia.
	P. C. 522		2275 P. C. 522			P. C. 514			
	P. C. 522		P. C. 522			P. C. 514			
									Idaho.
					97				Illinois.
					97				
					232*	7349			Indiana.
					232*	7349			
									Indian Territory.
									Iowa.
									Kansas.
									Kentucky.
						787	782		
						787	782		Louisiana.

Table VI.—CONSTRUCTION, MAIN-

C.—Statutory provisions

State or Territory.	Year.	MAKE-UP.		EQUIPMENT.					
		Freight cars, etc., not to be run behind passenger cars.	Engine must be at head of passenger train.	Automatic or safety couplers required on passenger cars.	Automatic or safety couplers required on freight cars.	Train brakes required on passenger trains.	Train brakes required on freight trains.	Each passenger car must have a brake.	Each freight car must have a brake.
Maine	1890								
	1893								
	1902								
Maryland	1890								
	1902								
Massachusetts	1890				84-222			170	170
	1895			362	362	362	362		
	1902			362	362	362	362	170	170
Michigan	1890	H 3373	H 3373		†† Sup. 3439a	†† Sup. 3363			
	1902	M 6290	M 6290		M 5511	M 6280			
Minnesota	1890								
	1893								
	1895								
	1902								
Mississippi	1890			* 4317	* 4317				
	1892								
	1896								
	1902			* 4317	* 4317				
Missouri	1890	2607							
	1902	1101							
Montana	1890								
	1895	IV, 691							
	1899								
	1902								
Nebraska	1890								
	1891			16-104f, g	16-104f, g	16-104h, 1	16-104h, 1		
	1902			16-104f, g	16-104f, g	16-104h, 1	16-104h, 1		
Nevada	1890	881							
	1891	R. (26)							
	1902								
New Hampshire	1890								
	1902								
New Jersey	1890	28							
	1902	28							
New Mexico	1890	3864							
	1902	3864							
New York	1890	493		473-4	473-4	474			
	1891			R 50	R 49, 50	R 49-5			
	1893			P. 208	P. 208	P. 206			
	1902	493 (312)		P. 208	P. 208	R 49-5	P. 206		
North Carolina	1890	1971							
	1891								
	1893								
	1899								
North Dakota	1890	1971							
	1891								
	1899								
	1901								
Ohio	1890								
	1893			3365	3365		3365		
	1902			3365	3365		3365		
Oklahoma	1893								
	1902								

TENANCE, AND OPERATION—Continued.

relative to trains—Continued.

[illegible]

Table VI.—CONSTRUCTION, MAIN-

C.—Statutory provisions

State or Territory.	Year.	MAKE-UP.		EQUIPMENT.					
		Freight cars, etc., not to be run behind passenger cars.	Engine must be at head of passenger train.	Automatic or safety couplers required on passenger cars.	Automatic or safety couplers required on freight cars.	Train brakes required on passenger trains.	Train brakes required on freight trains.	Each passenger car must have a brake.	Each freight car must have a brake.
Oregon	1890								
	1891								
	1898								
	1902								
Pennsylvania	1890								
	1902								
Rhode Island.....	1890	600				600			
	1893								
	1902	600				600			
South Carolina	1890	1680						1681	1681
	1896								
	1897								
	1898								
	1902	1680						1681	1681
South Dakota	1890								
	1893								
	1897								
	1902								
Tennessee	1890								
	1891								
	1899								
	1902								
Texas	1890	4233							
	1891								
	1902	4233							
Utah	1890	2352							
	1898	4293							
	1902	4293							
Vermont	1890	See 3914				3910			
	1902	See 3914				3910			
Virginia	1890								
	1894								
	1902								
Washington									
West Virginia	1890								
	1902								
Wisconsin	1890								
	1895								
	1902								
Wyoming	1890								
	1902								

TENANCE, AND OPERATION—Continued.

relative to trains—Continued.

EQUIPMENT.										State or Territory.
Brake required at rear of train.	Passenger cars must have drinking water.	Passenger cars must be heated.	Passenger cars must be lighted.	Heating of passenger cars regulated.	Tools and buckets required on passenger cars.	Lighting of passenger cars regulated.	Locomotives must have spark arresters.	Passenger trains must have bell-cord or other signal to engine.	Flexible bridge required between passenger cars.	
										Oregon.
										Pennsylvania.
	601			601	601	601				Rhode Island.
	72			601	601	601				South Carolina.
				1683	1682	1683				South Dakota.
				1683	1682	1683				Tennessee.
	3071	3071	3071					1583		Texas.
	3071	3071	3071					1583		Utah.
4234										Vermont.
4234										Virginia.
				3908				3909		Washington.
				3908				3909		West Virginia.
							1264			Wisconsin.
							1264			Wyoming.
					1807	1806; 4393		1816a		
					1807	1806; 4393		1816a		

**Table VI.—CONSTRUCTION, MAIN-
C.—Statutory provisions**

State or Territory.	Year.	MANNING.			RUNNING.			
		Number brake-men required on passenger train not equipped with train brake.	Number brake-men required on freight train not equipped with train brake.	Conductor has police power, or may eject disorderly passenger.	Trains must be run according to schedule.	Trains must stop before railroad crossings and drawbridges not protected by interlocking devices.	Bell or whistle must be sounded near crossings.	Speed in cities regulated.
Alabama.....	1890			3457		3441	3440	
	1891							
	1899					44		
	1902			3457		44	3440	
Alaska.....								
Arizona.....	1890			313; P. C. 839	325		322; P. C. 629	
	1891							
	1902			313; P. C. 839	325		322; P. C. 629	
Arkansas.....	1890			6192; 6230	6193		6196	
	1891							
	1898							
	1902			6192; 6230	6193		6196	
California.....	1890			487	481; 2170		486; IV, 390	
	1901							
	1902			487	481; 2170		486; IV, 390	
Colorado.....	1890					3700		
	1891					3701a		
	1901							
	1902					3701a		
Connecticut.....	1890	1 to each car or to each 2 cars (3566).		3541		‡ 3560	‡ 3554-8	
	1893							* 512
	1895							
	1899							
	1902	do		3541		‡ 8560	‡ 3554-8	* 512
Delaware.....	1890						987	
	1899							
	1902						987	
Dist. of Columbia...	1890			142	142			
	1902			142	142			
Florida.....	1890			2267; also 91-114		2263; also 99-147		
	1902			2267; also 91-114		2263; also 99-147		
Georgia.....	1890					1689p		
	1891					R. (159)		
	1892			2296		2234	2222	
	1901					36		
	1902			2296		56	2222	
Idaho.....	1890			2684; 7213	2675		2683	
	1902			2684; 7213	2675		2683	
Illinois.....	1890	1 to each 2 cars (89).	1 (90)	94; 106		87-442, 9	68	
	1891					76a; 214		
	1902	do	1 (90)	94; 105		75, 76a; 214	68	
Indiana.....	1890			1794; 5341-4	5347	2329	5467	
	1897					5304-7		
	1902			1794; 5341-4	5347	5304-7	5467	
Indian Territory...	1900							
Iowa.....	1890					2073	2072	
	1892							
	1894					2060		
	1898							
	1902					2060	2072	

TENANCE, AND OPERATION—Continued.

relative to trains—Continued.

RUNNING.			CHARACTER OF SERVICE.						State or Territory.
Running of trains over unsafe track or bridges regulated.	Trains, cars, etc., must not obstruct highways.	Announcements of stations to be made in each car.	Stopping of trains at certain points required.	One train each way each day required.	Sunday trains forbidden or regulated.	Trains must make good connections at railroad crossings.	Trains must stop at railroad crossings to exchange traffic.	Equal but separate accommodations for negroes and whites required.	
			3458				3465	3454	Alabama.
			3458				3465	3454	
									Alaska.
				No as to railroads less than 15 miles (100) do.					Arizona.
			6288				6347	6219	Arkansas.
			6283	6283			6347	6219	
			6283	6283					
				491					California.
	455			491					
	455								Colorado.
	* 3408		* 3513; 3519		† 89-14; 3523	* 89-72; 3529			Connecticut.
	402								
	402		* 3513; 3519		† 1009 † 1009	* 89-72; 3529			
									Delaware.
	180; 181 180; 181								Dist. of Columbia
								2268	Florida.
								2268	
								2268-9	Georgia.
							P.C. 420; see also 94-66 and 97-38.	2268-9	
							P.C. 420; see also 94-66 and 97-38.		
									Idaho.
	77								Illinois.
	77								
	2333; 2327								Indiana.
	2333; 2327								
			3646				3646		Indian Territory.
2113							* 2103		Iowa.
2113							* 2103		

Table VI.—CONSTRUCTION, MAIN-

C.—Statutory provisions

State or Territory.	Year.	MANNING.			RUNNING.			
		Number brake-men required on passenger train not equipped with train brake.	Number brake-men required on freight train not equipped with train brake.	Conductor has police power, or may eject disorderly passenger.	Trains must be run according to schedule.	Trains must stop before railroad crossings and drawbridges not protected by interlocking devices.	Bell or whistle must be sounded near crossings.	Speed in cities regulated.
Kansas.....	1890				70-6	70-55; and 1901-523	70-7	
	1897							
	1902				70-6	70-55; and 1901-523	70-7	
Kentucky.....	1890							
	1893			806		775	786	
	1896							
	1902			806		775	786	
Louisiana.....	1890			95				
	1902			95				
Maine.....	1890	1 to each 2 cars (61).		74		76	33	
	1893					(5)		
	1902	do		74		(5)	33	
Maryland.....	1890				179			
	1902				179			
Massachusetts.....	1890	1 to each 2 cars (170).		103-18		111	163; also 91-129	
	1895							
	1902	do		103-18		161	163; also 91-129	
Michigan.....	1890			H 3371		Sup. 3376	Sup. 3375	
	1902			M 6288		M 6293	M 6292	
Minnesota.....	1890			6477		2706	6637	
	1893				2706			
	1896							
	1902			6477	2706	2706	6637	
Mississippi.....	1890			3563		1278	3547	3546
	1892							
	1896					75		
	1902			3563		75	3547	3546
Missouri.....	1890						2608	
	1902						1102	
Montana.....	1890					700	700	700
	1895			975	971	908	908	908
	1899			150				
	1902							
Nebraska.....	1890			16-107; C.C.245c	16-121	16-104a	16-104	
	1891							
	1902			16-107; C.C.245c	16-121	16-104a	16-104	
Nevada.....	1890			883	879		875	
	1891							
	1902			883	879		875	
New Hampshire.....	1890			453		448	448	
	1902			453		448	448	
New Jersey.....	1890			25	26		29; 117	
	1902			25	26		29; 117	
New Mexico.....	1890			1288; 3847	3862		3859	
	1902			1288; 3847	3862		3859	
New York.....	1890			35	36	473	493	
	1891			R 40	R 34	R 36		
	1893							
	1902			R 40 (307)	R 34	R 36	493 (312)	
North Carolina.....	1890			1961	1963			
	1891							
	1893							
	1899							
	1902			1961	1963			

TENANCE, AND OPERATION—Continued.

relative to trains—Continued.

RUNNING.			CHARACTER OF SERVICE.						State or Territory.
Running of trains over unsafe track or bridges regulated.	Trains, cars, etc., must not obstruct highways.	Announcements of stations to be made in each car.	Stopping of trains at certain points required.	One train each way each day required.	Sunday trains forbidden or regulated.	Trains must make good connections at railroad crossings.	Trains must stop at railroad crossings to exchange traffic.	Equal but separate accommodations for negroes and whites required.	
							70-6		Kansas.
	20-13 20-13						70-6		
	768	784		18				795-6	Kentucky.
	768	784		18				795-6	
								762 762	Louisiana.
116-117	75								Maine.
116-117	75								
									Maryland.
153	169				† 98-15				Massachusetts.
153	169				† 98-15				
	Sup. 3323 M 6234	H 3326 M 6237		Sup. 3357b M 6270					Michigan.
	1866-9								Minnesota.
			2705; also 91-147						
	1866-9		2705; also 91-147						
	1274; 3561 39		* 3550					3562	Mississippi.
	39		* 3550					3562	
									Missouri.
700 908									Montana.
									Nebraska.
									Nevada.
	‡ 448 ‡ 448								New Hampshire
				219 219					New Jersey.
					1368 1368				New Mexico.
									New York.
	312								
	312								
					1973; 85-141				North Carolina.
				84		285		* 286	
				84	1973; 85-141	304		539	
				84		304		539	

Table VI.—CONSTRUCTION, MAIN-

C.—Statutory provisions

State or Territory.	Year.	MANNING.			RUNNING.			
		Number brake-men required on passenger train not equipped with train brake.	Number brake-men required on freight train not equipped with train brake.	Conductor has police power, or may eject disorderly passenger.	Trains must be run according to schedule.	Train must stop before railroad crossings and drawbridges not protected by interlocking devices.	Bell or whistle must be sounded near crossings.	Speed in cities regulated.
North Dakota.....	1890				2969	2977	2976	
	1895		2 to 45 cars and 1 to each 10 more (2987).					
	1899			196				
	1901			196	2969	2977	2976	
	1902		do					
Ohio.....	1890			3433-6		3333; also 96-247d	3336	
	1893							
	1902		Two (H. B. 1100)	3433-6		3333; also 96-247d	3336	
Oklahoma.....	1893			1050	1036		1045; 2274	
	1902			1050	1036		1045; 2274	
Oregon.....	1890							
	1891							
	1898							
	1902							
Pennsylvania.....	1890							
	1902							
Rhode Island.....	1890			604		‡ 599	598	
	1893							
	1902			604		‡ 599	598	
South Carolina.....	1890	1 to each 2 cars (1681)	One (1681)	1717-8	1687	1684	1685	
	1896							
	1897							
	1898							
	1902	do		1717-8	1687	1056	1685	
South Dakota.....	1890			3021; 89-106	3007		3016	
	1893							
	1897							
	1902			3021; 89-106	3007		3016	
Tennessee.....	1890			2421	2420	1580	1574	
	1891							
	1899					177		
	1902			2421	2420	177	1574	
Texas.....	1890	One (4234)	One (4234)		4226	42 ³² and 1901-256	4232	
	1891							
	1902	do	do		4226	4232 and 1901-256	4232	
Utah.....	1890			2354; 4855	2351	2350	2350	
	1898			451; 4638	448	447	447	
	1902			451; 4638	448	447	447	
Vermont.....	1890			3915		3869	3849	
	1902			3915		3869	3849	
Virginia.....	1890			1230				
	1894						1264a	
	1902			1230			1264a	
Washington.....								
West Virginia.....	1890			907		537	536	
	1902			907		537	536	
Wisconsin.....	1890			1817a; 4598a		1808	1809	1809a
	1895							
	1902			1817a; 4598a		1808	1809	1809a
Wyoming.....	1890							
	1902							

TENANCE, AND OPERATION—Continued.

relative to trains—Continued.

RUNNING.			CHARACTER OF SERVICE.						State or Territory.
Running of trains over unsafe track or bridges regulated.	Trains, cars, etc., must not obstruct highways.	Announcements of stations to be made in each car.	Stopping of trains at certain points required.	One train each way each day required.	Sunday trains forbidden or regulated.	Trains must make good connections at railroad crossings.	Trains must stop at railroad crossings to exchange traffic.	Equal but separate accommodations for negroes and whites required.	
									North Dakota.
			169 169						
* 247	4748		3320						Ohio.
* 247	4748		3320						
									Oklahoma.
									Oregon.
P. 1972 R. (4)									
	91-2 91-2								Pennsylvania.
	606 606								Rhode Island.
			1687		1674				South Carolina.
				455; see also 1901-718		* 115			
			1687	455; see also 1901-718	1674 (see 1901-721)	* 115		777 777	
									South Dakota.
						* 137 * 137	* 110 * 110		
		3070					1578		Tennessee.
		3070					1578	3074 3074	
									Texas.
								4233a 4233a	
									Utah.
	3853-4 3853-4				5141 5141	3863 3863			Vermont.
	3858				3801				Virginia.
	3858				3801			26	
									Washington.
									West Virginia.
			1801 1801						Wisconsin.
			C. X. 9 C. X. 9		R. (183) R. (183)				Wyoming.

Table VI.—CONSTRUCTION, MAIN-

D.—Statutory provisions relative to

State or Territory.	Year.	STATIONS.					Requirements as to waiting rooms, etc.
		Railroads must provide adequate station facilities.	Railroads must build stations under what circumstances?	Stations must not be abandoned.	Each of two crossing railroads must provide depot facilities for traffic of the other.	Railroads must keep stations open, lighted, and heated at what times?	
Alabama	1890						Waiting rooms with regard to sex and race* (3451).
	1902						do
Alaska							
Arizona	1890						
	1891						
	1902						
Arkansas	1890						Separate but equal waiting rooms for negroes and whites (6219).
	1891						
	1899					Night and day (153).	
	1902					do	do
California	1890						
	1902						
Colorado	1890	* 3727					
	1902	* 3727					
Connecticut	1890	* 3423; * 3531	When ordered by commission and engineer appointed by court (3514).	‡ 3516; ‡ 89-50			All stations must have closets* (3584).
	1893		When ordered by commission to rebuild or repair stations (306).				
	1902	* 3423; * 3531	do	‡ 3516; ‡ 89-50			do
Delaware	1890						
	1902						
Dist. of Columbia	1890						
	1902						
Florida	1890						
	1895						
	1899		Union depots, when ordered by commission (80; also 97-85).				
	1902		do				
Georgia	1890						
	1892		When ordered by commission (2189).				
	1902		do				
Idaho	1890						
	1902						
Illinois	1890		In towns of 500 and more (54).			One-half hour before and after trains (84).	
	1895		In towns of 200 and more (50).				
	1902		do			do	
Indiana	1890						
	1891					One hour before train time (5345).	Separate waiting rooms for men and women, with closets, in all towns of 250 (5345).
	1895						Same in all towns of 100 (5345).
	1902					do	do
Indian Territory	1900		Railroads under act of U. S. must build station in each town on line (4726).				

stations, and tickets and baggage.

[illegible]

Table VI.—CONSTRUCTION, MAIN-
D.—Statutory provisions relative to

State or Territory.	Year	STATIONS.				
		Railroads must provide adequate station facilities.	Railroads must build stations under what circumstances?	Stations must not be abandoned.	Each of two crossing railroads must provide depot facilities for traffic of the other.	Railroads must keep stations open, lighted, and heated at what times?
Iowa	1890				* 2103	
	1900					
	1902				* 2103	
Kansas	1890	69-36	When ordered by commission on complaint (69-36).			
	1901	528; * 524	When ordered by commission on petition (524).			
	1902	528; * 524	do			
Kentucky	1890					
	1893			After it has been in use five years (772).		Thirty minutes before train time (784).
	1902			do		do
Louisiana	1890					
	1894					Equal but separate waiting rooms for the races (763).
	1902	* C. 284	When ordered by commission (C. 284).			do
Maine	1890		When ordered by commission, if order is affirmed by court (122).			
	1899		do			
	1902		do			
Maryland						
Massachusetts	1890			When in use for five years (156).		
	1891			do		
	1902			do		
Michigan	1890				H 3300	Twenty minutes before train time (H 3326; 3417).
	1895					
	1902				M 5221	do. (M 6237; 6254).
Minnesota	1890					Two waiting rooms in towns of 1,000; at least one in others (2702).
	1891					One-half hour before and after train time (2702).
	1893	2708	In all villages and boroughs on line (115).			
	1897					
	1902	* 242	do			do
Mississippi	1890	4310-12; also 96-74.	When ordered by commission, including union depots (4310).			One hour before and one-half hour after train time (4313).
	1902	4310-12; also 96-74.	do			do
Missouri	1890		In towns of 200 or more (2622).		2582	Only at railroad crossings (2582).
	1901			† 100		
	1902		do. (1118)	† 100	1075	do. (1075)
Montana	1890					
	1893					
	1895					
	1902					

TENANCE, AND OPERATION—Continued.

stations, and tickets and baggage—Continued.

STATIONS.			TICKETS AND BAGGAGE.									State or Territory.
Scales must be maintained.	Approach of trains to be correctly bulletined at stations.	Time-tables must be posted at stations.	Tickets must be good for how long?	Railroads must sell 1,000-mile mileage books.	Railroads must redeem unused part of mileage book.	Railroads to redeem unused tickets.	May an unauthorized person sell tickets?	Railroads must furnish ticket sellers with certificate of authority.	Ticket sellers must have State license.	Railroads must carry and check "ordinary baggage" free.	Maximum weight fixed for "ordinary baggage."	
		54				56 56				2077 2077	100 lbs. (2077) do.	Iowa.
										69-12 527	100 lbs. (69-12). 150 lbs. (527).	Kansas.
										527	do.	
	1029 Repealed and re-enacted (784). do.									783 783		Kentucky.
	765											Louisiana.
	765											
			Six years (44).									Maine.
			do.			79 79						
												Maryland.
										182		Massachusetts.
				¹ 92-389 192-389						182		
				Sup. 3323	Sup. 3323					H 3325	150 lbs. (Sup. 3323).	Michigan.
	M 5256 M 5256			M 6234	M 6234					M 6236	do. (M 6234).	
						2789						Minnesota.
										2785		
						2789				2785		
	4304									3568		Mississippi.
	4304									3568		
2621	2584	2584								2606	100 lbs. (2673)	Missouri.
1117	1077	1077								1100	do. (1192).	
			Six months (977). do.			151; 982 151; 982	No (150). do.		150; 978 150; 976	970 970		Montana.

¹ Declared void in 1893; 160 Mass., 62.

Table VI.—CONSTRUCTION, MAIN-
D.—Statutory provisions relative to

		STATIONS.				
State or Territory.	Year.	Railroads must provide adequate station facilities.	Railroads must build stations under what circumstances?	Stations must not be abandoned.	Each of two crossing railroads must provide depot facilities for traffic of the other.	Railroads must keep stations open, lighted, and heated at what times.
Nebraska	1890					
	1902					
Nevada	1890					
	1902					
New Hampshire	1890	447				
	1902	447				
New Jersey	1890					
	1902					
New Mexico	1890		On petition of 100 citizens within 10 miles of railroad (3917).			
	1894		On all town sites, when right of way was received through U. S. land (U. S. Stat., ch. CCXXXVI).			
	1902		do			
New York	1890					
	1891					
	1895					
	1901					
	1902					
North Carolina	1890					
	1891	* 285	When ordered by commission (285).	† 286		Equal but separate waiting rooms for the races when ordered by commission (286).
	1893					
	1895					
	1899	When ordered by corporation commission (294).	When ordered by corporation commission (298).	Unless allowed by corporation commission (294).		Same, when ordered by corporation commission (294).
North Dakota	1902	do	do	do		do
	1890	* 3019; * 3062; also * 99-197.				
	1893					
	1895		Where freight business amounts to \$40,000 a year (2365). Amended to \$25,000 outgoing and \$3,000 incoming (236).			
	1901					
Ohio	1890					
	1902					
Oklahoma	1898					
	1902					
Oregon						
Pennsylvania	1890					
	1902					
Rhode Island	1890			When in use for one year without consent of legislature (601).	602	
	1902			When in use for one year without consent of commissioner (ch 741).	602	

TENANCE, AND OPERATION—Continued.

stations, and tickets and baggage—Continued.

STATIONS.			TICKETS AND BAGGAGE.									State or Territory
Scales must be maintained.	Approach of trains to be correctly bulletined at stations.	Time-tables must be posted at stations.	Tickets must be good for how long?	Railroads must sell 1,000-mile mileage books.	Railroads must redeem unused part of mileage book.	Railroads to redeem unused tickets.	May an unauthorized person sell tickets?	Railroads must furnish ticket sellers with certificate of authority.	Ticket sellers must have State license.	Railroads must carry and check "ordinary baggage" free.	Maximum weight fixed for "ordinary baggage."	
										IX, 1 IX, 1	200 lbs. (IX, 1) do.	Nebraska.
										876 876		Nevada.
										454 454		New Hampshire.
			Until used (15). do.			311	No (308)			27		New Jersey.
						311	do.			27		
										3860	100 lbs. (3902)	New Mexico.
										3860	do.	
							No (481; 491; 492)			37	100 lbs. (368).	New York.
				215			No (1531) No (324)	1531 1531		R 44		
				215						R 44	do.	
						241	No (240)	240		1970		North Carolina.
					89; also 97-603	R. (205) 89	R. (205) No (89)	R. (205) 89				
					89; also 97-603	89	do.	89		1970		
						2993				2989		North Dakota.
						2993				2989		
	9820 9820											Ohio.
							1052 1052			494 494	100 lbs. (494) do.	Oklahoma.
												Oregon.
						218 218	No (215) do.			202 202	100 lbs. (202) do.	Pennsylvania.
										598; also 96, ch. 345.	80 lbs. (598; also 96, ch. 345).	Rhode Island.
										598; also 96, ch. 345.	do.	

Table VI.—CONSTRUCTION, MAIN

D.—Statutory provisions relative to

		STATIONS.				
State or Territory.	Year.	Railroads must provide adequate station facilities.	Railroads must build stations under what circumstances?	Stations must not be abandoned.	Each of two crossing railroads must provide depot facilities for traffic of the other.	Railroads must keep stations open, lighted, and heated at what times?
South Carolina	1890					Two waiting rooms in each station (1712).
	1897		Union or other depots at crossings when ordered by commission (418).		* 418	
	1902		do		* 418	do
South Dakota	1890	145	At railroad crossings when ordered by commission (89-110).		* 89-110	
	1897	110	At railroad crossings (110).			When ordered by commission (110).
	1902	110	do		* 89-110	do
Tennessee	1890					One hour before train time (3085).
	1899					
	1902					do
Texas	1890		At railroad crossings where practicable (P. C. §21 [40]).			
	1891	3				One hour before and after train time (428).
	1902	3	do			do
Utah	1890					
	1898					
	1902					
Vermont	1890		When ordered by supreme court (3890).	When in use for five years without order of court (3891).		
	1902		do	do		
Virginia	1890					One hour before train time (1224).
	1892					Thirty minutes before train time (1297a).
	1902					do
Washington	1890					
	1901					
	1902					
West Virginia	1890		In towns and villages of 300 people (C. XI, 10; p. 531.)			
	1891					One hour before train time (542).
	1902		do			do
Wisconsin	1890		In all post-office towns of 200 people (1801).			
	1899		At railroad crossings when required by commissioner, attorney-general, and governor (376).			
	1902		do			
Wyoming	1890		When within 4 miles of a town (C. X, 9).			
	1902		do			

TENANCE, AND OPERATION—Continued.

stations, and tickets and baggage—Continued.

STATIONS.			TICKETS AND BAGGAGE.								State or Territory.	
Scales must be maintained.	Approach of trains to be correctly bulletined at stations.	Time-tables must be posted at stations.	Tickets must be good for how long?	Railroads must sell 1,000-mile mileage books.	Railroads must redeem unused part of mileage book.	Railroads to redeem unused tickets.	May an unauthorized person sell tickets?	Railroads must furnish ticket sellers with certificate of authority.	Ticket sellers must have State license.	Railroads must carry and check "ordinary baggage" free.		Maximum weight fixed for "ordinary baggage."
	1714									1711		South Carolina.
	1714									1711		
90, ch. 62								3022		3892	100 lbs. (3889)	South Dakota.
90, ch. 62								3022		3892	150 lbs. (110). do.	
												Tennessee.
						4258b		4258b		4230	100 lbs. (4258b).	Texas.
						4258b		4258b		4230	do.	
90-34 448 448										2356 453 453		Utah.
				3898; also 98-53, 54						3913		Vermont.
				3898; also 98-53, 54						3913		
1225										1202	150 lbs. (1202)	Virginia.
1225										1202	do.	
300 300												Washington
										557	100 lbs. (557)	West Virginia.
542												
542										557	do.	
												Wisconsin.
						1946		1942				Wyoming.
						1946		1942				

Table VI.—CONSTRUCTION. MAIN-

E.—Statutory provisions relative to employees. Attention to

		EMPLOYEES.							
State or Territory.	Year.	Passenger and baggage employees to wear badges.	Hours of labor of train employees, etc., limited.	Railroads may appoint special railroad police.	Governor, or other officer, at request of railroad, may appoint special railroad police, to be paid by railroad.	Employees punishable for neglect of duty resulting in injury or endangering life or safety.	Employee punishable for being intoxicated when on duty.	Employment in any operating department of men who use intoxicants forbidden.	Truck act, Regulations applying to railroads, pertaining to engineers.
Alabama.....	1890								
	1893								
	1902								
Alaska.....									
Arizona.....	1890					P. C. 632.	P. C. 630.		
	1901								
	1902					P. C. 632.	P. C. 630.		
Arkansas.....	1890						6196		
	1891								
	1893								
	1899								
	1901								309
	1902						6196		309
California.....	1890	488				IV, 369; IV, 393	IV, 391; and 1901-456		
	1902	488				IV, 369; IV, 393	IV, 391; and 1901-456		
Colorado.....	1890								
	1891		3751a						
	1897								
	1901		233						
	1902		233						
Connecticut.....	1890	3549			296				
	1895								
	1897								
	1899								
	1902	3549			296				
Delaware.....	1890				584				
	1899	480							
	1902	480			584				
Dist. of Columbia.....	1890	142							
	1902	142							
Florida.....	1890						2693		
	1891								
	1893		135						
	1897								
	1902		135				2693		

TENANCE, AND OPERATION—Continued.

railroad business; and peculiar statutory provisions.

OBSTRUCTION TO RAILROAD BUSINESS.						Laws peculiar to a few States.	State or Territory.
Obstruction to business of railroad forbidden.	Conspiracy to obstruct same forbidden.	Train employees must not abandon train in aid of strike, save at destination.	Employees must not, in aid of strike on another railroad, refuse to operate cars received from that railroad.	Interfering with railroad employees in aid of strike forbidden.	Inducing employees, in aid of strike, to leave service for recompense, forbidden.		
						Scalpers are licensed by the State (4122); Commission must examine all railroads and keep papers on file (3448). do.	Alabama.
							Alaska.
						Bicycles must be carried as baggage (872). do.	Arizona.
						Railroads not to make grade of highway at crossing more than 1 to 5 (6263); station agent may eject objectionable persons from waiting rooms (6230). Drinking water required in stations (6231); railroad punishable for smashing baggage (6210). Local freight trains must carry passengers (6284). Railroads are responsible for baggage for 48 hours after it reaches destination (41). do.	Arkansas.
							California.
						Engineers and conductors exempt from jury and militia duty (2602; 3023); superintendents exempt from jury duty (2602). <i>Telegraph operators must be 18 years old and have had 1 year's experience (1396a).</i> Bicycles must be carried as baggage, and need not be crated or covered (257); engineers and conductors are exempt from military duty (183). do.	Colorado.
		1517				Number of switching tracks across public road may be limited by commission (3492); guard-rails must be placed on bridges* (3437); railroad must alter highway near track* (3486); trains not to pass switches without signal (3564); no part of railroad to be opened without approval of commission (3421); railroad not to employ engineer who has twice violated bell and whistle law (3551); railroad not to be constructed near cemetery (3463). Railroads not to sell tickets at reduced rates on Sundays, nor to accept excursion or bargain tickets on Sunday (506). Railroads may regulate size, amount, etc., of hand baggage (762). Railroad companies may operate electric cars on Sunday (1018). do.	Connecticut.
		1517					
928		928; 929	928	928	928	At new grade crossings of railroads the interlocking devices must be put in and maintained by railroad making the crossing (476). do.	Delaware.
928		928; 929	928	928	928		Dist. of Columbia.
							Florida.
						Trains must stop at any station to let off physician desiring to reach patient (113). Time tables may be regulated by commission (86). do.	

Table VI.—Continued. Males.

E.—Statutory provisions relative to employees. (Continued.)

State or Territory.	Year.	EMPLOYED.							
		Passenger and mail employees paid wages	Hours of service of passenger and mail employees	Employees paid wages by railroad	Employees paid wages by railroad by railroad	Employees paid wages by railroad by railroad	Employees paid wages by railroad by railroad	Employees paid wages by railroad by railroad	Employees paid wages by railroad by railroad
Georgia	1900								
	1902		220						
	1902		220						
Iowa	1900				1900-1902				
	1902				1900-1902				
Ireland	1900	5							Penalty for negligently killing stock 400
	1902	5							
Idaho	1900								Penalty for negligently killing stock 400
	1902								
Indian Territory									
Iowa	1900								
	1902								
Kansas	1900								
	1902								
Kentucky	1900								Penalty for negligently killing stock 400
	1902	779							
	1902	779							
Louisiana									
Maine	1900				67	66			
	1902				67	66			
Maryland	1900			288				202	
	1902			288				202	
Massachusetts	1900	178		103-13					
	1902	178		103-13					

TENANCE, AND OPERATION—Continued.

railroad business; and peculiar statutory provisions—Continued.

OBSTRUCTION TO RAILROAD BUSINESS.						Laws peculiar to a few States.	State or Territory.
Obstruction to business of railroad forbidden.	Conspiracy to obstruct same forbidden.	Train employees must not abandon train in aid of strike, save at destination.	Employees must not, in aid of strike on another railroad, refuse to operate cars received from that railroad.	Interfering with railroad employees in aid of strike forbidden.	Inducing employees, in aid of strike, to leave service for recompense, forbidden.		
						Railroad not to be built within 10 miles of another, except within 10 miles of a terminus (1689); same provision (S. L., 167; see also 95, S. L., 176). Railroads must sell through tickets over all railroads connecting directly or indirectly (2299), and must check baggage through (2300); telegraph operators must have had experience (2237). do.	Georgia.
							Idaho.
110	111	109				Railroads must redeem drawback checks (89-225).	Illinois.
110 (109)	111 (110)	109 (108)				do. (202.)	
							Indiana.
						Owner of land cut by railroad may build private way across it (485). do.	
							Indian Territory.
						Roadway reverts to original owners when railroad is abandoned for 8 years (2015); name of station must conform to that of town * (2105; also 92-ch. 26). do.	Iowa.
100-408	100-409	100-407					Kansas.
100-408	100-409	100-407				Railroads must stop 1 train each way each day at county seats (70-58). do.	
							Kentucky.
802-3				802-3			
802-3				802-3			
							Louisiana.
						Railroad not to run passenger train on new track without permission of commission [(11)]; railroads must have engineers examine bridges when requested by commission, and must report to commission [(11)]. do.	Maine.
						Railroads not to withhold employees' wages for relief associations (472). do.	Maryland.
						Drawbridge must have adequate signals day and night (131); women and children not to be required to ride in smoking cars (88-176); certain employees must be examined for color-blindness (179); conductors and engineers are free from militia duty (14-2); also jury duty (170-2); railroads to pay employees weekly, unless excused by commission (87-899; also 94-508). Railroads must transport bicycles as baggage (158); passenger cars must have platform gates (158). do.	Massachusetts.

Table VI.—CONSTRUCTION, MAIN-

E.—Statutory provisions relative to employees, obstruction to

State or Territory.	Year.	EMPLOYEES.							
		Passenger and baggage employees to wear badges.	Hours of labor of train employees, etc., limited.	Railroads may appoint special railroad police.	Governor, or other officer, at request of railroad, may appoint special railroad police to be paid by railroad.	Employees punishable for neglect of duty resulting in injury or endangering life or safety.	Employee punishable for being intoxicated when on duty.	Employment in any operating department of men who use intoxicants forbidden.	Truck act. Regulations applying to railroads. Regulations pertaining to engineers.
Michigan	1890	H 3380						H 3367	
	1891								
	1893		M 5458						
	1897								
Minnesota	1902	M 6297	M 5458					M 6284	
	1890		2242; 6965			6638	6636		Must be able to read (6634).
	1897								
	1899								
	1901								
Mississippi	1902		2242; 6965			6638	6636		do
	1890						1275		
	1898								
	1902						1275		
Missouri	1890	2579							
	1901								
	1902	1072							
Montana	1890								
	1893								
	1895	976				IV, 692	IV, 690		
	1902	976				IV, 692	IV, 690		
Nebraska	1890						16-108		
	1891								
	1899		330						
Nevada	1902		330				16-108		
	1890	884					886		
	1902	884					886		
New Hampshire	1890								
	1902								
New Jersey	1890	22			132-7	112	31		
	1897								
	1902	22			132-7	112	31		
New Mexico	1890	3867					3868		
	1902	3867					3868		

TENANCE, AND OPERATION—Continued.

railroad business; and peculiar statutory provisions—Continued.

OBSTRUCTION TO RAILROAD BUSINESS.						Laws peculiar to a few States.	State or Territory.
Obstruction to business of railroad forbidden.	Conspiracy to obstruct same forbidden.	Train employees must not abandon train in aid of strike, save at destination.	Employees must not, in aid of strike on another railroad, refuse to operate cars received from that railroad.	Interfering with railroad employees in aid of strike forbidden.	Inducing employees, in aid of strike, to leave service for recompense, forbidden.		
H 9274-5 R. (S. L. 22)	H 9274-5 R. (S. L. 22)					No railroad to run through cemetery without consent of directors thereof (H 4772); railroads may use common station grounds and tracks leading into same (H 3353); railroads must give employees copy of regulations relating to their duties (H 3369); service on spurs, branches, etc., to be of same grade as on main line (H 3342). Railroads must carry bicycles as baggage, and equip baggage cars with racks for same (M 6316-7). do. (M 6264; 6286; 6253; 6316-7).	Michigan.
						Railroad punishable for smashing baggage (6895).	Minnesota.
						When business at any station amounts to \$15,000 per year, railroad must keep agent there during business hours of day (116). Narrow-gauge railroads must change to standard* (81). Provision in 97-116 amended to \$8,000 (447).	
	1270					No railroad to pass within 3 miles of a county seat without passing through it (C. 187). Parallel lines or lines terminating within 1 mile of each other must connect tracks when ordered by commission (96). do.	Mississippi.
	1270						
2610						Railroads must give at least 30 days' notice of reduction in wages (2539); railroads must operate private switches (2623). Railroads may build bridges in Missouri only when plans are approved by Secretary of War and Chief Engineers of United States, and are filed with secretary of state of Missouri (97). do. (1009; 1119).	Missouri.
1104							
						Railroads fencing track through grazing country must make crossings every 4 miles, with cattle guards (959). Conductors, engineers, and superintendents are exempt from jury duty (III, 232). do.	Montana.
						Railroads must keep cattle cars clean (C. 231a). When petitioned by voters, railroad shall call station by name of town (16-104d). do.	Nebraska.
							Nevada.
						No railroad shall receive or haul any freight car over 14 feet high from rails to running board (S. L. 93-32); commission may regulate speed of trains near crossings (448). do.	New Hampshire.
248		245	246	247	248	Railroads must open draw in bridge for vessels (61), and must keep proper lights on draw (61); passenger cars must have screens, bars, etc., over windows (293); railroads running parlor cars, etc., for extra charge, must provide ample ordinary accommodations (305). Railroads must carry one bicycle as baggage in lieu of other baggage (330). do.	New Jersey.
248		245	246	247	248		New Mexico.

Table VI.—CONSTRUCTION, MAIN-

E.—Statutory provisions relative to employees, obstruction to.

EMPLOYEES.										
State or Territory.	Year.	Passenger and baggage employees to wear badges.	Hours of labor of train employees, etc., limited.	Railroads may appoint special railroad police.	Governor, or other officer, at request of railroad, may appoint special railroad police, to be paid by railroad.	Employees punishable for neglect of duty resulting in injury or endangering life or safety.	Employee punishable for being intoxicated when on duty.	Employment in any operating department of men who use intoxicants forbidden.	Truck act, applying to railroads.	Regulations pertaining to engineers.
New York	1890	30			478-9	493	493	482; also 96-216	449	Must be able to read (492).
	1891	R 43			R 58					
	1892		204							
	1897		230						230	
	1902	R 43	230		R 58	493 (312)	493 (311)	482; also 96-216	230	do. (311).
North Carolina	1890	1958			1988		1971			
	1891						102			
	1898									
	1899									
North Dakota	1902	1958			1888		102			
	1890					7321	7320			
	1893									
	1897									
Ohio	1902					7321	7320			
	1890		3365-14		3427-32					
	1891							3365-17		
	1892									
	1896									
Oklahoma	1902		3365-14		3427-32			3365-17		
	1893				1053	2276	2275			
	1902				1053	2276	2275			
Oregon										
Pennsylvania	1890				129-134	P. 1315				
	1902				129-134	P. 1315				
Rhode Island	1890									
	1891									
	1892				362					
	1896									
	1899									
South Carolina	1902				362					
	1890	1716				C. L. 370-1				
	1891									
South Dakota	1902	1716				C. L. 370-1				
South Dakota	1890				3024	6666	6665			
	1902				3024	6666	6665			
Tennessee	1890					6482				
	1902					6482				

TENANCE, AND OPERATION—Continued.

railroad business; and peculiar statutory provisions—Continued.

OBSTRUCTION TO RAILROAD BUSINESS.						Laws peculiar to a few States.	State or Territory.
Obstruction to business of railroad forbidden.	Conspiracy to obstruct same forbidden.	Train employees must not abandon train in aid of strike, save at destination.	Employees must not, in aid of strike on another railroad, refuse to operate cars received from that railroad.	Interfering with railroad employees in aid of strike forbidden.	Inducing employees, in aid of strike, to leave service for recompense, forbidden.		
489						Railroads must pay wages weekly (483); railroad punishable for compelling employees to agree not to join labor organization (488); commission shall prescribe rules as to precedence of trains at crossings (473); penal offense to smash baggage (474). Last provision reenacted (R 45); no car or locomotive to stop across a railroad track (R 36). Station in incorporated village to have same name as village (R 34). Railroads must pay wages, in cash, weekly (230). do.	New York.
489 (314)						Railroad may refuse accommodations to intoxicated person (85-619). Commission may allow fast mail trains stopping at only a few places (84); commission must make rules to prevent careless handling of baggage (94; also 97-95). All railroads must furnish first and second class accommodations on their trains (540). do.	North Carolina.
						Railroads must run one train one way each day (2967). Bicycles must be carried as baggage (245). do.	North Dakota.
						Railroad not to employ color-blind man in position requiring him to distinguish colors (9816). Railroads not to employ trainmen without prescribed experience (3365-11). Distance from station platform to first step of car not to exceed 1 foot (3354). Passenger cars to have portable fire extinguishers approved by commission (3354); bicycles to be carried as baggage (3378). do.	Ohio.
							Oklahoma.
							Oregon.
116		126	127	116; 128		Railroads shall not be required to operate on Sunday (96). do.	Pennsylvania.
116		126	127	116; 128			Rhode Island.
						Corporations must pay wages weekly (536). Railroads must carry one uncrated wheel per passenger as baggage (ch. 345); railroads may use electricity, and may make operating contracts with street railways (ch. 400). Commissioner must consent to all new highway crossings (ch. 658). do.	
						No railroad or branch to be opened without commission's certificate that it is safe (1689); smashing baggage a penal offense (C. L. 372). Two closets required in each first-class passenger car (1713). In addition to above: One spittoon for each two seats in passenger cars (1056).	South Carolina.
							South Dakota.
						Special penalty for engineer willfully running into another car at crossing (6493); ticket agent must be on duty one hour before train time (3069). do.	Tennessee.

RAILWAYS IN THE UNITED STATES IN 1902.

Table VI.—CONSTRUCTION, MAIN-

E.—Statutory provisions relative to employees, obstruction to

[illegible]

TENANCE, AND OPERATION—Continued.

railroad business; and peculiar statutory provisions—Continued.

OBSTRUCTION TO RAILROAD BUSINESS.						Laws peculiar to a few States.	State or Territory.
Obstruction to business of railroad forbidden.	Conspiracy to obstruct same forbidden.	Train employees must not abandon train in aid of strike, save at destination.	Employees must not, in aid of strike on another railroad, refuse to operate cars received from that railroad.	Interfering with railroad employees in aid of strike forbidden.	Inducing employees, in aid of strike, to leave service for recompense, forbidden.		
						Railroad laid out within 3 miles of county seat must pass through it (C. X, 9: 4223); at least one train a day required on all railroads and branches (22); conductors, engineers, station agents, presidents, and vice-presidents of railroads exempt from jury duty (3014). Railroads must clean and disinfect stock cars as required by commission (4659b). do.	Texas.
							Utah.
						Mileage books may be used by anyone (53). do.	Vermont.
						Railroads must maintain telegraph offices not more than 10 miles apart (1257). Same provision (1297a). Railroads must carry one uncrated bicycle per passenger as baggage (1202). do.	Virginia.
						One bicycle per passenger shall be carried as baggage (23). do.	Washington.
						Cars shall not be locked while passengers are being carried (898). do.	West Virginia.
						Railroads must keep turntables locked when not in use (1807). do.	Wisconsin.
							Wyoming.

EXPLANATORY NOTE.

Table VII is concerned with statutes pertaining to rates. Upon this subject there has been little legislation since 1890, except in connection with the control of rates by railroad commissions. There is something of a tendency to relinquish control through maximum rate laws in favor of regulation by commissions.

The figures in the body of the following table indicate that the State in question has a statute conforming to the statement made in the boxing of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

- C Constitution.
- C. C Criminal Code.
- P. C Penal Code.
- C. C. P.. Code of Civil Procedure.
- S. L Session Laws. References to session laws are to pages, except where indicated by ch. (chapter).
- R Repealed.

The following is the explanation of the signs used in the tables:

- *.....When ordered by commission.
- †.....With the consent of commission.
- ‡.....Unless otherwise allowed by the commission.
- ††.....Approved by the commission.

Table VII.—STATUTORY

State or Territory.	Year.	Are rates under the control of the commission?	Freight rates limited.	Passenger rates limited.	Certain special rates limited.	Number of days' notice of advance required.	Number of days' notice of reduction required.	Are railroads classified for rate-making purposes?	Is freight classified for rate-making purposes?	May the courts modify railroads' schedules and amend their own decrees?	Minimum fixed for single freight charge.	Minimum fixed for single passenger charge.	Railroads may give special rates to encourage infant industries.
Alabama	1890	Yes (3491).			3465								
	1902	do			3465								
Alaska													
Arizona	1890		313	313									
	1891			58									
	1901			859								859	
	1902		313	859									
Arkansas	1890			6175; 6211									
	1895				166								
	1899	Yes (86; 195)				5 days ¹ (88).	5 days ¹ (88).						
	1902	do		6175; 6211	166	do	do						
California	1890	Yes (C. XII, 22).	489	489		20 days (491).	20 days (491).				489		
	1901					20 days (370).	20 days (370).						
	1902	do	489	489		do	do				489		
Colorado	1890												
	1902												
Connecticut	1890												
	1902												
Delaware	1890												
	1899												
	1902												
Dist. of Columbia	1890												
	1902												
Florida	1890	Yes (2287-8)											
	1891	No (109)											
	1897	Yes (85)											
	1902	do											
Georgia	1890	Yes (2190).											
	1892												
	1902	do											
Idaho													
Illinois	1890	Yes (87-445)											
	1902	Yes (131)											
Indiana													
Indian Territory													
Iowa	1890	Yes (2125; 2128; 2138-42; 2155-6).		2077		10 days (2128).	None (2128).	2076					
	1902	do		2077		do	do	2076					
Kansas	1890	Yes (69-15; 69-19).		69-12	69-19	60 days (69-13).							
	1898	R. (91).											
	1901	Yes (525-7).		527		60 days (529).							
	1902	do		527	69-19	do							
Kentucky	1890												
	1893												
	1902	Yes (5)											

¹ Except when there is competition with water routes.

PROVISIONS RELATIVE TO RATES.

Railroads not to charge more for one carload, ton, or hundred-weight than for each of several.	Carload lots may be taken at lower rates than less than carload lots.	Railroads may make extra charge when fare is paid on train.	Charges for storing, weighing, switching, etc., regulated.	Railroads may offer free transportation or lower rates to United States, State, or local governments, ministers of religion, fairs, paupers, etc., and may sell excursion or commutation tickets at lower rates.	FILING AND PUBLISHING OF RATES.					JOINT RATES.			State or Territory.
					Rates must be posted at stations.	Rates must be printed.	Rates must be kept for public inspection at stations.	Joint schedules must be made public.	Schedules and classifications must be filed with commission.	Rate for through shipment may be less than rate for same distance on either line.	Connecting railroads must establish joint rates.	Joint rates not to be sum of two locals, but rate for shortest mileage between the two points.	
				3463 3463	3462 3462								Alabama.
													Alaska.
		58 859 859											Arizona.
			6280 35; 210		6307								Arkansas.
			90; 196		88								
			35; 210	90; 196	88								
		2189		C. XII, 21	491	489							California.
					370	370							
		2189		C. XII, 21	370	370							
					3729 3729								Colorado.
			89-128 89-128										Connecticut.
													Delaware.
					483 483								Dist. of Columbia.
													Florida.
				2300 R. (109)	2288 (109)	90-120 (109)							
				92	* 86	86							
				92	* 86	86							
					2191 2191	2191 2191							Georgia.
													Idaho.
						87-445 131							Illinois.
													Indiana.
													Indian Territory.
	2124		* 2125	2145; 2150			2128	* 2128	2128		2153		Iowa.
	2124		* 2125	2145; 2150			2128	* 2128	2128		2153		
			* 69-37										Kansas.
		527			85 526	85							
		527	* 69-37		526	85							
					1019 R. (538)	1019 R. (538)							Kentucky.

Table VII.—STATUTORY PROVISIONS

State or Territory.	Year.	Are rates under the control of the commission?	Freight rates limited.	Passenger rates limited.	Certain special rates limited.	Number of days' notice of advance required.	Number of days' notice of reduction required.	Are railroads classified for rate-making purposes?	Is freight classified for rate-making purposes?	May the courts modify railroads' schedules and amend their own decrees?	Minimum fixed for single freight charge.	Minimum fixed for single passenger charge.	Railroads may give special rates to encourage infant industries.
Louisiana	1890			764									
	1895			S. L. 168									
	1898	Yes (C. 284)											
	1902	do		S. L. 168									
Maine	1890	Yes (9)											
	1902	do.											
Maryland	1890		170	170									
	1902		170	170									
Massachusetts	1890												
	1902												
Michigan	1890		Sup. 3323	C. XIX, A-1; Sup. 3323.				Sup. 3323					
	1902		M 6234	C. XIX, A-1; M 6234				M 6234					
Minnesota	1890	Yes (386)				10 days (386).	10 days (386).						
	1895												
	1897	Yes (74)			489								
	1899	Yes (102)			102								
	1902	do			102	do	do						
Mississippi	1890	Yes (4290)							* 4318				
	1902	do							* 4318				
Missouri	1890	Yes (2684; 2624; 2641; 2652)	2675; also 91-1195.	2673		10 days (2639).	None (2639).	2672	2674	2654-5			
	1902	Yes (1204; 1120; 1138; 1149).	1194-5	1192		10 days (1136).	None (1136).	1191	1193	1151-2			
Montana	1890												
	1895												
	1902												
Nebraska	1890	Yes (VIII, 1, 17)		IX, 1, 2		10 days (VIII, 6)	None (VIII, 6)						
	1893	Yes (XII, 6)	XII, 3						XII, 2				
	1901	R. (403)											
	1902		XII, 3	IX, 1, 2		do	do		XII, 2				
Nevada	1890		885	885		5 days (898)	5 days (898)				885		
	1902		885	885		do	do				885		
New Hampshire	1890	Yes (430; also 93-8)	439	439		30 days (452)							
	1902	do	439	439		do							
New Jersey	1890		15	15	140-7; 210							15	
	1902		15	15	140-7; 210							15	
New Mexico	1890		3847	3847; 3902									
	1902		3847	3847; 3902									
New York	1890			28-9									
	1891			R 38									
	1902			R 38									

¹ Declared void in 1894 by United States circuit court: 64 Fed. Rep., 163.

RELATIVE TO RATES—Continued.

Rail-roads not to charge more for one carload, ton, or hundred-weight than for each of several.	Carload lots may be taken at lower rates than carload lots.	Railroads may make extra charge when fare is paid on train.	Charges for storing, weighing, switching, etc., regulated.	Railroads may offer free transportation or lower rates to United States, State, or local governments, ministers of religion, fairs, paupers, etc., and may sell excursion or commutation tickets at lower rates.	FILING AND PUBLISHING OF RATES.					JOINT RATES.			State or Territory.
					Rates must be posted at stations.	Rates must be printed.	Rates must be kept for public inspection at stations.	Joint schedules must be made public.	Schedules and classifications must be filed with commission.	Rate for through shipment may be less than rate for same distance on either line.	Connecting railroads must establish joint rates.	Joint rates not to be sum of two locals, but rate for shortest mileage between the two points.	
		764		287									Louisiana.
		764		287									
													Maine.
													Maryland.
		83-32		181									Massachusetts.
		83-32		181									
			Sup. 3422										Michigan.
			M 5249										
380			* 385	379	386	386	386		386		381		Minnesota.
			323								* 214		
380			323	379	386	386	386		386		* 214		
				4292	4294								Mississippi.
				4292	4294								
					2601; 2639	2641							Missouri.
					1095; 1136	1139							
				C. XV, 7	700								Montana.
				C. XV, 7	908								
		IX, 3		VIII, 21		VIII, 6	VIII, 6	* VIII, 7	VIII, 7				Nebraska.
												S. L. ch. 11 ²	
		IX, 3		VIII, 21		VIII, 6	VIII, 6	R. (408)	VIII, 7			S. L. ch. 11 ²	
				902	898	898							Nevada.
				902	898	898							
			452		452								New Hampshire.
			452		452								
		222	330										New Jersey.
		222	330										
													New Mexico.
		379											New York.
		379 (190)											

* Declared void in 1896: 46 Nebr., 682.

Table VII.—STATUTORY PROVISIONS

State or Territory.	Year.	Are rates under the control of the commission?	Freight rates limited.	Passenger rates limited.	Certain special rates limited.	Number of days' notice of advance required.	Number of days' notice of reduction required.	Are railroads classified for rate-making purposes?	Is freight classified for rate-making purposes?	May the courts modify railroads' schedules and amend their own decrees?	Minimum fixed for single freight charge.	Minimum fixed for single passenger charge.	Railroads may give special rates to encourage infant industries.
North Carolina	1890			1957		15 days (1965)							
	1891	Yes (277)											*279
	1899	¹ R. (292)											
	1902	do		1957		do							*279
North Dakota	1890	Yes (3031-4)				10 days (3028)	10 days (3028)						
	1898				3070								
	1897	Yes (235; 237-9)				10 days (228)	None (229)		235				
	1902	do			3070	do	do		235				
Ohio	1890		3375	3374; 3378									
	1891												
	1902		3375	3374; 3378									
Oklahoma													
Oregon	1890			4029									
	1891	Yes (p. 1967-8)											
	1898	R. (4)											
	1902			4029									
Pennsylvania	1890		90; 210	90; 210	90								
	1902		90; 210	90; 210	90								
Rhode Island	1890				*603								
	1902				*603								
South Carolina	1890	Yes (1656-7)				3 days (1715)	3 days (1715)						1649
	1896	Yes (116)		†116									
	1900												
	1902	do		†116		do	do						1649
South Dakota	1890					10 days (89-110)	10 days (89-110)						
	1897	Yes (110)		110		10 days (110)	R. (110)	110	*110				†110
	1902	do		110		do		110	*110				†110
Tennessee	1890		2416	2416									
	1897	Yes (117; 121; 123)											123
	1902	do	2416	2416									123
Texas	1890		4257	4258b		5 days (4258b)	5 days (4258b)						
	1891	Yes (3; 8)				20 days (8)	20 days (8)		*3				
	1899	Yes (311; also 97-51)											
	1902	do	4257	4258b		do	do		*3				
Utah	1890												
	1898												
	1902												
Vermont	1890									3896			
	1902									3896			

¹ Under control of corporation commission.

1

[illegible]

RAILWAYS IN THE UNITED STATES IN 1902.

Table VII.—STATUTORY PROVISIONS

[illegible]

RELATIVE TO RATES—Continued.

Rail-roads not to charge more for one carload, or hundred-weight than for each of several.	Carload lots may be taken at lower rates than carload lots.	Railroads may make extra charge when fare is paid on train.	Charges for storing, weighing, switching, etc., regulated.	Railroads may offer free transportation or lower rates to United States, State, or local governments, ministers of religion, fairs, paupers, etc., and may sell excursion or commutation tickets at lower rates.	FILING AND PUBLISHING OF RATES.					JOINT RATES.			State or Territory.
					Rates must be posted at stations.	Rates must be printed.	Rates must be kept for public inspection at stations.	Joint schedules must be made public.	Sched-ules and classifica-tions must be filed with commis-sion.	Rate for through ship-ment may be less than rate for same dis-tance on either line.	Con-necting rail-roads must estab-lish joint rates.	Joint rates not to be sum of two locals, but rate for shortest mileage be-tween the two points.	
			1202		1205	1205							Virginia.
				1297a	1297a	1297a							
			1202	Sec C. 166	1297a	1297a							
				C.XII. 15									Washington.
				C.XII. 15									
					558								West Virginia.
			34				32; 34						
			34		558		32; 34						
													Wisconsin.
													Wyoming.

EXPLANATORY NOTE.

Table VIII, which deals with regulations relating to traffic, covers such subjects as the interchange of traffic, the furnishing of cars and facilities, the classification of freight, freight receipts, transportation of dangerous articles and of live stock and game, and the sale of unclaimed goods. The only specific provisions on these subjects which are common to many States are that railroads must interchange traffic and haul cars of connecting railroads, and that they must furnish adequate car facilities.

The figures in the body of the following table indicate that the State in question has a statute conforming to the statement made in the boxing of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

C.....Constitution.
C. C.....Criminal Code.
P. C.....Penal Code.
C. C. P...Code of Civil Procedure.
S. LSession Laws. References to Session Laws are to pages, except where indicated by ch. (chapter).
R.....Repealed.

The following is the explanation of the signs used in the tables:

*.....When ordered by commission.
†.....With the consent of commission.
‡.....Unless otherwise allowed by the commission.
††.....Approved by the commission.

Table VIII.—STATUTORY PROVISIONS

State or Territory.	Year.	INTERCHANGE OF TRAFFIC.						
		Railroads must interchange traffic.	Railroads and steamboats must interchange traffic.	Railroads must haul cars of connecting railroads.	Carriage of freight to be continuous when possible.	Shipment must be over route ordered.	When tracks are connected, no charge shall be made for loading and unloading freight.	Each of two crossing railroads must provide depot facilities for traffic of the other.
Alabama.....	1890	C. XIV, 21; 3466		C. XIV, 21; 3466				
	1902	C. XIV, 21; 3466		C. XIV, 21; 3466				
Alaska.....								
Arizona.....	1890							
	1901							
	1902							
Arkansas.....	1890	C. XVII, 1		C. XVII, 1	6306			
	1895							
	1899				89			
	1902	C. XVII, 1		C. XVII, 1	89			
California.....	1890	C. XII, 17		C. XII, 17				
	1901							
	1902	C. XII, 17		C. XII, 17				
Colorado.....	1890							
	1893							
	1899							
	1902							
Connecticut.....	1890	*3423; 3535						
	1899							
	1902	*3423; 3535						
Delaware.....	1890							
	1902							
Dist. of Columbia.....	1890							
	1896							
	1902							
Florida.....	1890	2302						
	1891	R. (109)						
	1893		141					
	1897							
	1902		141					
Georgia.....	1890							
	1892			2212; 2302				
	1902			2212; 2302				
Idaho.....	1890							
	1893							
	1902							
Illinois.....	1890							
	1902							
Indiana.....	1890							
	1901							
	1902							
Indian Territory.....								
Iowa.....	1890	2116		2116	2129; 2153			*2103
	1902	2116		2116	2129; 2153			*2103
Kansas.....	1890	70-6		69-11				
	1895							
	1897							
	1901	528						
	1902	528		69-11				
Kentucky.....	1890	90-26						
	1891			C. 213				
	1893							
	1902	90-26		C. 213				
Louisiana.....	1890	C. 243		C. 243				
	1898	C. 271		C. 271				
	1902	C. 271		C. 271				
Maine.....	1890	129		40				
	1902	129		40				
Maryland.....	1890							
	1902							

RELATIVE TO REGULATION OF TRAFFIC.

FURNISHING CARS AND FACILITIES.							State or Territory.
Railroads must provide adequate car facilities.	Railroads must furnish cars in what manner?	Railroads must permit connections with their tracks from warehouses, etc.	Railroads must furnish double deck cars for sheep, or supply two ordinary cars at cost of one.	Railroads must furnish adequate facilities to all express companies without discrimination.	What is weight of carload if fixed?	Militia and their freight must be carried for special rates.	
							Alabama.
							Alaska.
325							Arizona.
325							
6193			6257				Arkansas.
88				88			
88			6257	88			
481							California.
481							
3727						3116; also 97-208	Colorado.
3727						3116; also 97-208	
							Connecticut.
							Delaware.
142							Dist. of Columbia.
142							
2269							Florida.
2269							
	2278; see also 2313 do.						Georgia.
2675							Idaho.
2675							
84							Illinois.
84							
5347							Indiana.
5347							
							Indian Territory.
2116							Iowa.
2116							
69-11; 70-6						70-61, 62	Kansas.
528						70-61, 62	
528						70-61, 62	
							Kentucky.
783							
783							
						548	Louisiana.
						548	
				131			Maine.
				134			
							Maryland.

Table VIII.—STATUTORY PROVISIONS

State or Territory.	Year.	INTERCHANGE OF TRAFFIC.					
		Railroads must interchange traffic.	Railroads and steamboats must interchange traffic.	Railroads must haul cars of connecting railroads.	Carriage of freight to be continuous when possible.	Shipment must be over route ordered.	When tracks are connected, no charge shall be made for loading and unloading freight.
Massachusetts.....	1890	189				189	
	1902	189				189	
Michigan.....	1890	H 3300		H 3299			H 3300
	1902	M 5221		M 5220			M 5221
Minnesota.....	1890	381			381		381
	1899						
Mississippi.....	1890	C. 184		C. 184; 4298			
	1902	C. 184		C. 184; 4298			
Missouri.....	1890	2626; 2582		C. XII, 13; 2567	2642		2582
	1902	1122; 1075		C. XII, 13; 1059	1139		1075
Montana.....	1890						
	1895						
Nebraska.....	1890	VIII, 3			VIII, 8	C. C. 133	
	1893						
Nevada.....	1890	VIII, 3			VIII, 8	C. C. 133	
	1895				894; 896		
New Hampshire.....	1890	441; 452		441			441
	1902	441; 452		441			441
New Jersey.....	1890	23					
	1902	23					
New Mexico.....	1890	3912; 3915		3912; 3915			
	1899						
New York.....	1890	28-6	370-1				
	1891	Repealed	R 47				
North Carolina.....	1890		R 47				
	1902		R 47				
North Dakota.....	1891	286; and 99-304					
	1902	286; and 99-304					
Ohio.....	1890	3017; C. 143; 2969		3017	3018		3017; 2969
	1897	228		223	230		223
Oklahoma.....	1891	253					
	1902	253		223	230		223
Oregon.....	1890						
	1894						
Pennsylvania.....	1890	3341		3340-1	3370		
	1902	3341		3340-1	3370		
Rhode Island.....	1893						
	1902						
South Carolina.....	1890				4029; 4031		
	1893				4029; 4031		
Texas.....	1890						
	1902						
Virginia.....	1890	C. XVII		C. XVII; 94			
	1902	C. XVII		C. XVII; 94			
Washington.....	1890	602				601	602
	1902	602				601	602
Wisconsin.....	1890	1658-9			1721		
	1896	119			120		117; 119
Wyoming.....	1890	119			120; also 389		117; 119
	1902	119					

Table VIII.—STATUTORY PROVISIONS

State or Territory.	Year.	INTERCHANGE OF TRAFFIC.						Each of two crossing railroads must provide depot facilities for traffic of the other.
		Railroads must interchange traffic.	Railroads and steamboats must interchange traffic.	Railroads must haul cars of connecting railroads.	Carriage of freight to be continuous when possible.	Shipment must be over route ordered.	When tracks are connected, no charge shall be made for loading and unloading freight.	
South Dakota.....	1890	C. 205; 89-110						* 89-110
	1893							
	1897	110			110			
	1899							
	1902	110			110			* 89-110
Tennessee.....	1890			1505; 2422				
	1897							
	1902			1505; 2422				
Texas.....	1890	C. X. 1: 4238; 4251-4.						
	1891							
	1899							
	1902	C. X. 1: 4238; 4251-4.						
Utah.....	1890							
	1896	C. 12-12						
	1898							
	1899							
	1902	C. 12-12						
Vermont.....	1890	3861						
	1892							
	1902	3861						
Virginia.....	1890	1208						
	1892	1297a						
	1898							
	1902	C. 166						
Washington.....	1890	C. XII, 13		C. XII, 13				
	1897				4318			
	1902	C. XII, 13		C. XII, 13	4318			
West Virginia.....	1890	566						
	1895							
	1902	566						
Wisconsin.....	1890							
	1902							
Wyoming.....	1890	C. X. 1						
	1902	C. X. 1						

RELATIVE TO REGULATION OF TRAFFIC—Continued.

FURNISHING CARS AND FACILITIES.							State or Territory.
Railroads must provide adequate car facilities.	Railroads must furnish cars in what manner?	Railroads must permit connections with their tracks from warehouses, etc.	Railroads must furnish double deck cars for sheep, or supply two ordinary cars at cost of one.	Railroads must furnish adequate facilities to all express companies without discrimination.	What is weight of carload if fixed?	Militia and their freight must be carried for special rates.	
145		* 146; 89-110					South Dakota.
110		* 173					
110		124					
2420; 3078		124					Tennessee.
2420; 3078							
4226	Within 6 days (4227a).		4227b	4255a			Texas.
4226	In order of application (67). do		4227b	4255a			
2351; 4562							Utah.
449; 4471							
449; 4471							
3902							Vermont.
3902							
1215a; 1200-1						305; 1229	Virginia.
1215b							
1215b						305; 1229	Washington.
1540				C. XII, 21			
4308				C. XII, 21	110 tons (4315) do.		
31; 34							West Virginia.
31; 34							
1798-9							Wisconsin.
1798-9							Wyoming.

¹ Carload of agricultural products only.

Table VIII.—STATUTORY PROVISIONS

State or Territory.	Year.	CLASSIFICATION OF FREIGHT.		RECEIPTS FOR FREIGHT.		TRANSPORTATION OF DANGEROUS ARTICLES.	
		Is freight classified by law?	May freight be classified by commission?	Railroads must furnish bill of lading.	Railroads must furnish freight receipts.	Carriage of explosives regulated.	No inflammable oil or fluid to be carried on passenger trains.
Alabama	1890 1902						
Alaska							
Arizona	1890 1901						
	1902						
Arkansas	1890 1895 1899 1902						
California	1890 1901 1902						
Colorado	1890 1893 1899 1902					3692 3692	
Connecticut	1890 1899 1902				3548 3548	 * 988 * 988	
Delaware	1890 1902						
Dist. of Columbia ..	1890 1896 1902						
Florida	1890 1891 1893 1897 1902				¹ 2296 R. (109) * 91 * 91		
Georgia	1890 1892 1902				² 2200 ² 2200	2291-2 2291-2	
Idaho	1890 1893 1902						
Illinois	1890 1902						
Indiana	1890 1901 1902						
Indian Territory ..							
Iowa	1890 1902						
Kansas	1890 1895 1897 1901 1902				 ² 530 * 530		
Kentucky	1890 1891 1893 1902					 * 788 * 788	

¹ Single, duplicate, or triplicate.² Duplicate.

RELATIVE TO REGULATION OF TRAFFIC—Continued.

TRANSPORTATION OF LIVE STOCK AND GAME.					SALE OF UNCLAIMED GOODS.		State or Territory.
Live stock not to be confined for over 28 hours without unloading for food and rest.	It is not discrimination to transport live stock first.	Shippers of live stock must be transported free.	Railroads must not carry out of State uninspected live stock.	Railroads must not carry game animals, birds, or fish at certain seasons.	Unclaimed goods may be sold after how long?	Proceeds must be held for owner how long?	
							Alabama.
							Alaska.
					1 year (324). 3 mos. (873).	60 days (324). 1 year and 60 days (873). do.	Arizona.
					do.		
				3416	6 mos. (34).		Arkansas.
		61					
		64		3416	do.		
					Not specified (2204).		California.
36 hours (455). do.					do.		
					90 days (4561).	1 year (4561).	Colorado.
			252	2051d 308 208	do.	do.	
1544							Connecticut.
1544							
							Delaware.
					6 months (54th Cong., Sess. I, ch. 205). do. (Sec. 642 of Code).	Until claimed (54th Cong., Sess. I, ch. 205). do. (Sec. 642 of Code).	Dist. of Columbia.
2511							Florida.
2511							
					6 months (2303).	Until claimed (2303). do.	Georgia.
					do.		
				158-9 158-9			Idaho.
							Illinois.
2228				2253-5	3 months (3357).	5 years (3358).	Indiana.
2228				442	do.	do.	
				442			
							Indian Territory.
4970				2557			Iowa.
4970				2557			
							Kansas.
		70-67					
		70-67					
					1 year (785).	2 years (785). do.	Kentucky.
					do.		

* Twenty-four hours.

Table VIII.—STATUTORY PROVISIONS

State or Territory.	Year.	CLASSIFICATION OF FREIGHT.		RECEIPTS FOR FREIGHT.		TRANSPORTATION OF DANGEROUS ARTICLES.	
		Is freight classified by law?	May freight be classified by commission?	Railroads must furnish bill of lading.	Railroads must furnish freight receipts.	Carriage of explosives regulated.	No inflammable oil or fluid to be carried on passenger trains.
Louisiana	1896 1898 1902						
Maine	1890 1902						
Maryland	1890 1902						
Massachusetts	1890 1902					102-62 102-62	
Michigan	1890 1902						H 3435 M 11522
Minnesota	1890 1899 1902						
Mississippi	1890 1902		4318 4318				
Missouri	1890 1902	2674 1193					
Montana	1890 1895 1902					700 908 908	
Nebraska	1890 1893 1902	¹ XII, 2 ¹ XII, 2					
Nevada	1890 1895 1902						
New Hampshire	1890 1902						
New Jersey	1890 1902					113; p. 1105; p. 1113 113; p. 1105; p. 1113	
New Mexico	1890 1899 1902			3870 3870			
New York	1890 1891 1902					489 489 (310)	
North Carolina	1890 1891 1902				4284 and 499-303 4284 and 499-303		
North Dakota	1890 1897 1901 1902		235 235				
Ohio	1890 1894 1902			3373-3 3373-3			
Oklahoma	1893 1902						
Oregon	1890 1893 1902						

¹ Declared void in 1894 by U. S. C. Ct. (64 Fed. Rep., 165).

RELATIVE TO REGULATION OF TRAFFIC—Continued.

TRANSPORTATION OF LIVE STOCK AND GAME.					SALE OF UNCLAIMED GOODS.		State or Territory.
Live stock not to be confined for over 24 hours without unloading for food and rest.	It is not discrimination to transport live stock first.	Shippers of live stock must be transported free.	Railroads must not carry out of State uninspected live stock.	Railroads must not carry game animals, birds, or fish at certain seasons.	Unclaimed goods may be sold after how long?	Proceeds must be held for owner how long?	
				248	6 months (762)...	6 months (762)...	Louisiana.
				248	do	do.	
					6 months (52; 81; also 97-239). do	Until claimed (52). do.	Maine.
					3 months (180-1; also 96-540). do	Until claimed (180-1). do.	Maryland.
207-55				86-276	1 year (96-2)...	Until claimed (96-2). do.	Massachusetts.
207-55				86-276	do	do.	
							Michigan.
					1 year (2104)....	Until claimed (2104). do.	Minnesota.
		175 175			do	do.	
					When ordered by justice of peace (2108). do	1 year (2108).... do.	Mississippi.
							Missouri.
							Montana.
* C. C. 69				C. C. 86	6 months (92-3)...	5 years (92-3)...	Nebraska.
* C. C. 69				C. C. 86	do	do.	
* 912				83; also 99-21, and 1901-123. do	60 days (4964-9). do	1½ years (4964-9). do.	Nevada.
* 912					1 year (455). do.		New Hampshire.
				P. 1584	6 months (154-7). do.	Until claimed (154-7). do.	New Jersey.
				P. 1584	do	do.	
					3 months (3861). do	60 days (3861). do.	New Mexico.
				77; 106 77; 106	do	do.	
* 496				470-1; also 92-199	1 year (374)....	5 years (374)....	New York.
* 496 (329)				470-1; also 92-199 (198).	1 year (R 46). do	5 years (R 46). do.	
					1 year (1985)....	5 years (1985)....	North Carolina.
					do	do.	
							North Dakota.
					6 months (3223). do	1 year (3223).... do.	Ohio.
					6 months (458). do.		Oklahoma.
				175 175			Oregon.

* Twenty-four hours.

* Thirty-six hours.

* Duplicate.

Table VIII.—STATUTORY PROVISIONS

State or Territory.	Year.	CLASSIFICATION OF FREIGHT.		RECEIPTS FOR FREIGHT.		TRANSPORTATION OF DANGEROUS ARTICLES.	
		Is freight classified by law?	May freight be classified by commission?	Railroads must furnish bill of lading.	Railroads must furnish freight receipts.	Carriage of explosives regulated.	No inflammable oil or fluid to be carried on passenger trains.
Pennsylvania	1890					121; 122; 124	
	1902					121; 122; 124	
Rhode Island	1890					990	
	1902					990	
South Carolina	1890				¹ 1669; 1719	* 1703	
	1896			119			
	1902			119	¹ 1669; 1719	* 1703	
South Dakota	1890						
	1893						
	1897		110				
	1899						
	1902		110				
Tennessee	1890						
	1897						
	1902						
Texas	1890						
	1891		3				
	1899						
	1902		3				
Utah	1890						
	1896						
	1898						
	1899						
	1902						
Vermont	1890						
	1892						
	1902						
Virginia	1890			1209			
	1892			Repealed	¹ 1297a		
	1898						
	1902				¹ 1297a		
Washington	1890						
	1897						
	1902						
West Virginia	1890	559-62					
	1895	32					
	1902	32					
Wisconsin	1890					1805	
	1902					1805	
Wyoming	1890						
	1902						

¹ Duplicate.

RELATIVE TO REGULATION OF TRAFFIC—Continued.

TRANSPORTATION OF LIVE STOCK AND GAME.					SALE OF UNCLAIMED GOODS.		State or Territory.
Live stock not to be confined for over 28 hours without unloading for food and rest.	It is not discrimination to transport live stock first.	Shippers of live stock must be transported free.	Railroads must not carry out of State uninspected live stock.	Railroads must not carry game animals, birds, or fish at certain seasons.	Unclaimed goods may be sold after how long?	Proceeds must be held for owner how long?	
					60 days (199-201).	Until claimed (199-201).	Pennsylvania.
					do	do.	
384							Rhode Island.
384							
1678							South Carolina.
1678							
							South Dakota.
				91			
				91			
							Tennessee.
	124						
	124						
			P. C. 784		3 months (285)	5 years (285)	Texas.
			P. C. 784		do	do.	
							Utah.
					150 days (211)	2 years (211).	
					Repealed	Repealed.	
				43	2 months (54)	Until claimed (54).	
				43	do	do.	
4996					6 months (4859)	2 years (4859)	Vermont.
4996				4623	do	do.	
				4623			
					60 days (1221)	3 years (1222)	Virginia.
					do	do.	
							Washington.
							West Virginia.
							Wisconsin.
							Wyoming.

EXPLANATORY NOTE.

Table IX deals with the subjects of the reports which railroads are required to make to some public authority. Such reports are required in all except ten States and Territories, and in most cases are required to be made to the railroad commission, but in fourteen States are to be made to some other public officer, more usually to the secretary of state. In every case reports are to be made annually. Over one-half of the States, also, require that railroads file maps and profiles of their lines, branches, and extensions with some public officer.

The figures in the body of the following table indicate that the State in question has a statute conforming to the statement made in the heading of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

C Constitution.

C. C. Criminal Code.

P. C. Penal Code.

C. C. P. ... Code of Civil Procedure.

S. L. Session Laws. References to Session Laws are to pages, except where indicated by ch. (chapter).

R. Repealed.

The following is the explanation of the signs used in the tables:

* When ordered by commission.

+ With the consent of commission.

‡ Unless otherwise allowed by the commission.

†† Approved by the commission.

RAILWAYS IN THE UNITED STATES IN 1942

Table IX—*Continued*[illegible]

RELATIVE TO REPORTS OF RAILROADS.

GENERAL PROVISIONS.							State or Territory.
Must railroads unable to furnish details required, state reason?	It is not a valid excuse that rail- road's system of account- ing does not per- mit it to make report as required.	Special Reports.				Details.	
		Railroads must make any re- port re- quired by commis- sion.	Railroads must re- port ac- cidents to com- mission imme- diately after they occur.	Railroads must file with commis- sion cop- ies of con- tracts with other rail- roads, car com- panies, express com- panies, etc.	Railroads must file maps and pro- files with what officers?			Miscellaneous.
		3497	3499	3497		Left to commis- sion (3498).	Alabama.
		3497	3499	3497		do.	
					Register of land office (456).		Alaska.
							Arizona.
					Secretary of state (6201), and county clerks (6149; 6170).		Arkansas.
						6190	
		92		92	County clerks (367).	Left to commis- sion (92).	
		92		92	do.	do.	
					Secretary of state (466), and coun- ty clerks (466).	480	California.
					do.	480	
			3738			Left to commis- sioner (3732).	Colorado.
					Railroads must report to re- corder of county of principal business office annually concerning capital stock and debts (491). In place of above, must report annually to secretary of state (121).		
					do.	do.	
			3738				
			3567		Secretary of state (3436; 3469).		Connecticut.
			3567		do.		
					Secretary of state (475).	480	Delaware.
					do.	480	
					Recorder of deeds (128).	141	Dist. of Columbia.
			To Inter- state Comm'n Comm'n (Pub. Act 171, Mar. 3).			141	
			do.		do.		
		90-125				2301	Florida.
		R. (109)				R. (109).	
						88	
						88	
		2211					Georgia.
		2211					

Table IX.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	GENERAL PROVISIONS.								
		Railroads required to make a regular report.	To whom?	How often?	Reports cover year ending when?	Are details of report specified in law?	Must railroads answer other questions asked by commission?	Must reports be made according to form prescribed by commission?	Must reports be made on blank forms supplied by commission?	Is the form of the Interstate Commerce Commission required by law?
Idaho	1890									
	1899									
	1902									
Illinois	1890	C. XI, 9; 131.	Commission (131).	Annually (131).	June 30 (131).	131				
	1902	C. XI, 9; 172.	do. (172).	do. (172).	do. (172).	172				
Indiana	1890	5338	Secretary of state (5338).	Annually (5338).	Jan. 1 (5338).	5338				
	1902	5338	do.	do.	do.	5338				
Indian Territory										
Iowa	1890	2143	Commission (2143).	Annually (2143).	June 30 (2114).	2143				
	1892				do. (S. L. ch. 27).	2143	2143	2143		
	1902	2143	do.	do.	do.	2143	2143	2143		
Kansas	1890	69-27	Commission (69-27).	Annually (69-27).	June 30 (69-26).			69-27		
	1898	R. (91)	R. (91)	R. (91)	R. (91)			R. (91)		
	1901	531	Commission (531).	Annually (531).	June 30 (531)			531		
Kentucky	1890	1025	Commission (1025).	Annually (1025).	June 30 (1025).	1025	1025			
	1893	Repealed and reenacted (825).	Repealed and reenacted (825).	Repealed and reenacted (825).	Repealed and reenacted (825).	Repealed and reenacted (825).	Repealed and reenacted (825).	825	825	
	1902	do.	do.	do.	do.	do.	do.	825	825	
Louisiana	1890									
	1902									
Maine	1890	60	Commission (60).	Annually (60).	Sept. 30 (60).			60	60	
	1891				June 30 (60).			R. (60)		60
	1902	60	do.	do.	do.				60	60

TO REPORTS OF RAILROADS—Continued.

GENERAL PROVISIONS.									
Special Reports.									
Must railroads unable to furnish details required, state reason?	It is not a valid excuse that railroad's system of accounting does not permit it to make report as required.	Railroads must make any report required by commission.	Railroads must report accidents to commission immediately after they occur.	Railroads must file with commission copies of contracts with other railroads, car companies, express companies, etc.	Railroads must file maps and profiles with what officers?	Miscellaneous.	Details.	State or Territory.	
					Secretary of state and recorders of counties (2667).			Idaho.	
						Railroad must file with recorders of counties where it has laborers at work statement of names of persons, conditions of employment, manner of paying wages; also its principal office and name of agent for service (365). do.			
					Secretary of state and recorders of counties (2667).				
		87-136				Directors to report annually to auditor (28).	131	Illinois.	
		177a				do. (24)	172		
					Secretary of state and county clerks (5301; 5353).	Railroads to report receipts and expenditures annually to auditor (5432).	5338	Indiana.	
					do.	do.	5338		
								Indian Territory.	
			2128; 2070			Railroads must report annually to governor all earnings for year ending Dec. 31, so that governor may classify roads (2078); must also file list of officers with secretary of state in January of each year (1612).	2143	Iowa.	
	2143					do.	2143		
	2143		2128; 2070			do.	2143		
				County clerks (70-3).	Must report annually on Jan. 1 to secretary of state, capital stock, assets, liabilities, receipts, and expenditures (66-41).			Kansas.	
						Left to commission (69-27).			
				do.	do.	R. (91). Left to commission (531). do.			
							1025	Kentucky.	
		777		County clerks (767).	Railroads operating other railroads must record lease or contract (791).	Repealed and substitute enacted (825).			
		777		do.	do.	do.			
					When State is a stockholder, railroad must report to legislature each session a few details (149). do.			Louisiana.	
	114	65		Commission, secretary of state, and county clerks (6; 8).	Report to secretary of state annually concerning capital stock (46-31); file with secretary of state commission's certificate of examination (115).	Left to commission (60).		Maine.	
	114	65		do.	do.	Form of Interstate Commerce Commission (60). do.			

Table IX.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	GENERAL PROVISIONS.								
		Railroads required to make a regular report.	To whom?	How often?	Reports cover year ending when?	Are details of report specified in law?	Must railroads answer other questions asked by commission?	Must reports be made according to form prescribed by commission?	Must reports be made on blank forms supplied by commission?	Is the form of the Interstate Commerce Commission required by law?
Maryland	1890	176	Comptroller (176).	Annually (176).	Jan. 1 (176).	176				
	1902	176	.....do.....	.....do.....	.....do.....	176				
Massachusetts	1890	81; 89-328	Commission (81; 89-328).	Annually (81; 89-328).	June 30 (81; 89-328).			81;89-328	81;89-328	
	1902	81; 89-328	.....do.....	.....do.....	.....do.....			81;89-328	81;89-328	
Michigan	1890	Sup. 3291	Commissioner (Sup. 3291).	Annually (Sup. 3291).	Dec. 31 (Sup. 3291).	Sup. 3291		Sup. 3291	Sup. 3291	
	1902	M 5212	.....do. (M 5212)	.....do. (M 5212)	.....do. (M 5212)	M 5212		M 5212	M 5212	
Minnesota	1890	395	Commission (395).	Annually (395).	Left to commission (395).	395	395	395		
	1897				Amended to June 30 (513).					
Mississippi	1902	395	.....do.....	.....do.....	.....do.....	395	395	395		
	1890	4321	Commission (4321).	Annually (4321).	June 30 (4321).			4321	4320-1	
Missouri	1902	4321	.....do.....	.....do.....	.....do.....			4321	4320-1	
	1890	2682	Commission (2682).	Annually (2682).	Dec. 31 (2682).	2682				
Montana	1893	1070	.....do. (1070).	.....do. (1070).	Amended to June 30 (1070).	R. (1070)		1070	1070	
	1902	1070	.....do.....	.....do.....	.....do.....			1070	1070	
	1890	701	Auditor (701).	Annually (701).	Nov. 30 (701).	701	701	¹ 701	¹ 701	
	1895	909do. (909)do. (909)do. (909)	909	909	909	909	
	1902	909do.....do.....do.....	909	909	909	909	

1 "B- auditor" instead of "by commission."

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GENERAL PROVISIONS.								
Must railroads unable to furnish details required, state reason?	It is not a valid excuse that railroad's system of accounting does not permit it to make report as required.	Special Reports.			Miscellaneous.	Details.	State or Territory.	
		Railroads must make any report required by commission.	Railroads must report accidents to commission immediately after they occur.	Railroads must file with commission copies of contracts with other railroads, car companies, express companies, etc.				Railroads must file maps and profiles with what officers?
						176	Maryland.	
						176		
		19	81: 208	220:81:19	County commissioners (89); commission (43); secretary of state (142).	Must furnish schedules when required by commission (19); report quarterly to commission any matters required (89-241); report to commission at least biennially result of examination of bridges (87-334)	Left to commission (81: 89-328).	Massachusetts.
		19	81: 208	220:81:19do.....do.....	do.	
			H 3440		Register of deeds of each county, also board consisting of commissioner, attorney-general, and secretary of state (Sup. 3321).	Monthly reports of total earnings to (H 3312a).	Sup. 3291.	Michigan.
			M 5241	do. (M 6282)do. (M 5234)	M 5212.	
				386	Commission and secretary of state (1670; 2749).	Must report annually in July to secretary of state concerning capital stock (2744); report annually in January to auditor, full statement of affairs; auditor must send abstract to legislature (2747).	386	Minnesota.
				386do.....do.....	386	
		4296	4307	4296		Must report annually to commission all free passes, to whom and for what reason granted (4292); must report quarterly to commission concerning receipts and expenditures (4320).	Left to commission (4321).	Mississippi.
		4296	4307	4296	do.....	do.	
				2571		Directors must report to commission after each March meeting (2577); railroads must semiannually report to commission concerning contracts and officers (2571). First item above repealed (1070).	2682	Missouri.
				1064	do. (1064)	do.	
							701	Montana.
						Railroads must publish report concerning capital stock, amount paid in, and amount of debts within 20 days after Sept. 1 (451); foreign corporations must semiannually report to secretary of state and county clerk concerning stock, assets, and liabilities (1083).	909	
					do.....	909	

Table IX.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	GENERAL PROVISIONS.								
		Railroads required to make a regular report.	To whom?	How often?	Reports cover year ending when?	Are details of report specified in law?	Must railroads answer other questions asked by commission?	Must reports be made according to form prescribed by commission?	Must reports be made on blank forms supplied by commission?	Is the form of the Interstate Commerce Commission required by law?
Nebraska	1890	VIII, 19	Board (VIII, 19).	Annually (VIII, 19).	Left to board (VIII, 19).	VIII, 19	VIII, 19			
	1901	R. (403)	R. (403)	R. (403)	R. (403)	R. (403)	R. (403)			
	1902									
Nevada	1890	878	Secretary of state (878).	Annually (878).	June 30 (89-117).	878				
	1901									
	1902	878	do	do	do	878				
New Hampshire ...	1890	442	Commission (442).	Annually (442).	June 30 (442).					
	1902	442	do	do	do					
New Jersey	1890	162	Legislature (162).	Annually (162).	Jan. 1 (162).	162				
	1902	162	do	do	do	162				
New Mexico	1890	3875	Secretary of Territory (3875).	Annually (3875).	Dec. 31 (3875).	3875				
	1899									
	1902	3875	do	do	do	3875				
New York	1890	31	Commission (31).	Annually (31).	June 30 (31).			10; 31; 353		
	1891	R 57	do. (R 57)	do. (R 57)	do. (R 57)			R 158		
	1902	R 57	do	do	do			R 158		
North Carolina.....	1890	1959	Governor (1959).	Annually (1959).	Sept. 30 (1959).	1959				
	1891									
	1893		May be made to commission (99).							
	1899		May be made to corporation commission (291).							
	1902	1959	do	do	do	1959				
North Dakota.....	1890	3053	Commission (3053).	Annually (3053).	June 30 (2964; 3010).	3053	3053			
	1897	223	do. (223)	do. (223)	do. (223)	R. (223)	R. (223)	223		
	1902	223	do	do	do			223		

TO REPORTS OF RAILROADS—Continued.

GENERAL PROVISIONS.								
Special Reports.								
Must railroads unable to furnish details required, state reason?	It is not a valid excuse that railroad's system of accounting does not permit it to make report as required.	Railroads must make any report required by commission.	Railroads must report accidents to commission immediately after they occur.	Railroads must file with commission copies of contracts with other railroads, car companies, express companies, etc.	Railroads must file maps and profiles with what officers?	Miscellaneous.	Details.	State or Territory.
				VIII, 7		Railroads must report annually in January to auditor concerning stock, receipts, expenses, dividends, etc. (16-88); auditor to send abstract to legislature (16-88); directors must report gross receipts from passengers and freight annually to auditor (VI, 3).	VIII, 19	Nebraska
				R. (403)		do.	R. (403)	
					Surveyor-general (1858), secretary of state, and county clerks (877).		878	Nevada.
					do.	Foreign corporations must publish statement of year's business during January and file copy with assessors of state (118).	878	
					Secretary of state (441).		Left to commission (442).	New Hampshire.
					do.		do.	
					Secretary of state (83).		162	New Jersey.
					do.		162	
					Secretary of state and county clerks (3874).		3875	New Mexico.
					do.	Every corporation must file with secretary of the Territory its balance sheet for previous year (172).	3875	
	7: 353	4: 353			Commission (31-2) and county clerk or recorder (22).	Railroads to make quarterly reports to commission according to form prescribed by commission (31-1).	Left to commission (10: 31; 353).	New York.
	R 157	R 159			do. R 6.	do. (R 57)	do. (R 158).	
	R 157	R 159				do.	do.	
					County clerk (1962; 1977).		1959	North Carolina.
	282; 285			282				
	1303			R.				
					do.		1959	
	3035			3030	County auditors (2997).		3053	North Dakota.
	240			229			Left to commission (223).	
	240			229	do.		do.	

¹ By corporation commission.

RAILWAYS IN THE UNITED STATES IN 1902.

Table IX.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	GENERAL PROVISIONS.								
		Railroads required to make a regular report.	To whom?	How often?	Reports cover year ending when?	Are details of report specified in law?	Must railroads answer other questions asked by commission?	Must reports be made according to form prescribed by commission?	Must reports be made on blank forms supplied by commission?	Is the form of the Interstate Commerce Commission required by law?
Ohio	1890	251	Commissioner (251).	Annually (251).	June 30 (251)	251	251	251	251	.....
	1894									
	1902	251	Commissioner (251).	Annually (251).	June 30 (251).	251	251	251	251	.....
Oklahoma										
Oregon	1890	4026	Commission (4026).	Annually (4026).	June 30 (4026).	4026		4026	4026	
	1898	R. (4)	Repealed (4).	Repealed (4)	Repealed (4)	R. (4)		R. (4)	R. (4)	
	1902									
Pennsylvania	1890	105	Secretary of internal affairs (105).	Annually (105).	June 30 (105)			¹ 105	¹ 105	
	1902	105	.....do.....	.....do.....	.....do.....			¹ 105	¹ 105	
Rhode Island	1890	598	Commissioner (598).	Annually (598).	June 30 (598)			598	598	
	1902	598	.....do.....	.....do.....	.....do.....			598	598	
South Carolina	1890	1608	Commission (1608).	Annually (1608).	June 30 (1608).			1638-42	1638	
	1899									
	1902	1608	.....do.....	.....do.....	.....do.....			1638-42	1638	
South Dakota	1890	89-110	Commission (89-110).	Annually (89-110).	June 30 (89-110).			89-110		
	1895							R. (157)		157
	1897	110	.....do. (110) .....	.....do. (110) .....	.....do. (110)	110	110			R. (110)
	1902	110	.....do.....	.....do.....	.....do.....	110	110			
Tennessee	1890									
	1897	119	Commission (119).	Annually (119).	Jan. 1 (119).			119	119	
	1902	119	.....do.....	.....do.....	.....do.....			119	119	
Texas	1890	4249	Comptroller (4249).	Annually (4249).	Oct. 1 (4249).	4249				
	1891									
	1893									
	1895	R. (85)	Repealed (85).	Repealed (85)	Repealed (85)	R. (85)				
	1902									

¹ "By secretary of internal affairs," instead of "by commission."

TO REPORTS OF RAILROADS—Continued.

GENERAL PROVISIONS.							Details.	State or Territory.
Must railroads unable to furnish details required, state reason?	It is not a valid excuse that railroad's system of accounting does not permit it to make report as required.	Special Reports.				Miscellaneous.		
		Railroads must make any report required by commission.	Railroads must report accidents to commission immediately after they occur.	Railroads must file with commission copies of contracts with other railroads, car companies, express companies, etc.	Railroads must file maps and profiles with what officers?			
251	255	253	257	*256		Must keep corrected list of officers and directors on file with commissioner (260).	251	Ohio.
		250		Commissioner* (250).		Must report on Sept. 1 to commissioner list of officers on June 30, also names and addresses of stockholders and number of shares held by each (250).		
251	255	250	257	*256	do	do	251	
								Oklahoma.
		4020		4020			4026	Oregon.
		R. (4)		R. (4)			R. (4)	
						Railroads must report to legislature, or either branch, whenever required (103); railroads in coal region must report annually to auditor-general amount of coal received for shipment (107).	105	Pennsylvania.
						do	105	
			597			Must report amount of money received for transportation at each station to commissioner or legislature on demand (604).		Rhode Island.
			597			do.		
		1635	1690			Must keep list of directors on file with commission (1673).	Left to commission (1638).	South Carolina.
		1635	1690		Secretary of state (67).	do	do.	
							Left to commission (89-110).	South Dakota.
							Interstate Commerce Commission form (157).	
		110		110			Prescribed by statute (110).	
		110		110			do.	
		117; 119					Left to commission (119).	Tennessee.
		117; 119					do.	
				County clerk (4248).		President or superintendent to report annually to governor or comptroller their acts and doings (C. X. 3); railroads to report annually to governor or comptroller any facts demanded by them (4115a).	4249	Texas.
		12		Commission (4248a).			R. (85)	
		12		do		do.		

RAILWAYS IN THE UNITED STATES IN 1902.

Table IX.—STATUTORY PROVISIONS RELATIVE

GENERAL PROVISIONS.										
State or Territory.	Year.	Railroads required to make a regular report.	To whom?	How often?	Reports cover year ending when?	Are details of report specified in law?	Must railroads answer other questions asked by commission?	Must reports be made according to form prescribed by commission?	Must reports be made on blank forms supplied by commission?	Is the form of the Interstate Commerce Commission required by law?
Utah	1890									
	1898									
	1902									
Vermont	1890									
	1892									
	1902									
Virginia	1890	1309	Commissioner (1309).	Annually (1309).	June 30 (1309).			1309		
	1892									
	1900									
	1902	1309	do	do	do			1309		
Washington	1890									
	1895									
	1902									
West Virginia	1890									
	1902									
Wisconsin	1890	1795	Commissioner (1795).	Annually (1795).	Dec.31(1795).	1795		1795	1795	
	1902	1795	do	do	do	1795		1795	1795	
Wyoming	1890	C. X. 3	Auditor (C. X. 3).	Annually (C. X. 3).						
	1902	C. X. 3	do	do						

EXPLANATORY NOTE.

Table X deals with statutory provisions which impose upon railroads prohibitions and limitations in regard to the following subjects: Rates and traffic, maintenance and operation, officers and directors, bonds and indebtedness, consolidation, merger, etc., free passes, and capital stock. But the legislation enacted since 1890 upon this subject shows no decided tendencies.

The figures in the body of the following table indicate that the State in question has a statute conforming to the statement made in the heading of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

- C Constitution.
- C. C. Criminal Code.
- P. C. Penal Code.
- C. C. P. Code of Civil Procedure.
- S. L. Session Laws. References to Session Laws are to pages, except where indicated by ch. (chapter).
- R. Repealed.

The following is the explanation of the signs used in the tables:

- * When ordered by commission.
- † With the consent of commission.
- ‡ Unless otherwise allowed by the commission.
- †† Approved by the commission.

Table X.—STATUTORY PROVISIONS RELATIVE

RATES AND TRAFFIC.											
State or Territory	Year.	Extortion forbidden.	Unjust dis- crimination forbidden.	Has State a short-haul clause?	May com- mission sus- pend short- haul clause in special cases?	It is no excuse from short- haul law to say that one point is compet- ing and another not.	Variation from estab- lished rates for- bidden.	Higher rates than those es- tablished forbid- den.	Monopolies and con- tracts in restraint of trade forbidden.	Railroads forbid- den to limit common- law lia- bility in any way.	Railroads forbid- den to limit common- law lia- bility ex- cept by special contract.
Alabama	1890	3460	3460; 3462; 3165				13462				
	1902										
Alaska	1900		455								
Arizona	1890	P. C. 815									
	1891	139	139								
	1902										
Arkansas	1890	6217; 6309	C. XVII, 3, 6, 10; 6288; 6301-4; 6312; 6347								
	1899	89	89	90							
	1902	89	89	90							
California	1890	C. XII, 22; IV, 525	C. XII, 21; 40	C. XII, 21							2174
	1902	C. XII, 22; IV, 525	C. XII, 21; 40	C. XII, 21							2174
Colorado	1890	3729	C. XV, 6; 3728								3726
	1902	3729	C. XV, 6; 3728								3726
Connecticut	1890		3532-3; 3535	3545							
	1902		3532-3; 3535	3545							
Delaware	1890										
	1899		483								
	1902		483								
Dist. of Columbia ..											
Florida	1890	2284	2285								
	1891	R. (109)	R. (109)								
	1893		139								
	1897	84	84								
	1902	84	84								
Georgia	1890		C. IV, 2, 5						C. IV, 2, 4		
	1892	2187; 2316; P. C. 681	2188; 2214; 2268; 2307						2173		2276
	1902	2187; 2316; P. C. 681	2188; 2214; 2268; 2307						2173		2276
Idaho	1890										
	1902										
Illinois	1890	145	146	147							96
	1902	124	125	126							96
Indiana	1890										
	1891										
	1893										
	1902										
Indian Territory ..	1900		3646								

¹ Reduction forbidden unless made to every one.

TO PROHIBITIONS AND LIMITATIONS.

MAINTENANCE AND OPERATION.				OFFICERS AND DIRECTORS.			Bonds and indebtedness.	State or Territory.
Pooling forbidden.	Railroads forbidden to engage in any other business.	Abandonment of any part of line forbidden.	Operation in cities, towns, etc., subject in some degree to local authorities.	Election of officers who are interested in any express, dispatch, fast-freight, or transportation company forbidden.	Officer or owner of railroad forbidden to be officer of parallel or competing line.	Officers, agents, and employees must not be interested in business of supplying materials, etc., to their own line.		
‡ 3464			2970					Alabama.
								Alaska.
							Bonds not to exceed capital stock (319).	Arizona.
							do	
6305					C. XVII, 4; 6302	C. XVII, 5; 6303	Bonds not to exceed capital stock (6268), and interest not to exceed 7 per cent (6268).	Arkansas.
90 90					C. XVII, 4; 6302	C. XVII, 5; 6303	do.	
C. XII, 20				C. XII, 18		C. XII, 18	Bonds not to exceed stock (456); total indebtedness not to exceed subscribed capital stock (309); fictitious issues of bonds are void (C. XII, 11; 359).	California.
C. XII, 20				C. XII, 18		C. XII, 18	do.	
No (3709-10)			4403				Fictitious issues of bonds forbidden (C. XV, 9).	Colorado.
No (3709-10)			4403				do.	
							Bonds not to exceed one-half amount actually expended on railroad (3570); total funded and floating debt never to exceed capital stock paid in (3434).	Connecticut.
							do.	
			482				Bonds not to exceed twice capital stock paid in (479).	Delaware.
			482				do.	
								Dist. of Columbia.
								Florida.
								Georgia.
‡ 2193								
‡ 2193								
							Neither bonds nor indebtedness shall exceed capital stock (2637; 2664).	Idaho.
							do.	
			Ch. 24, 63				Fictitious issue of bonds forbidden (C. XI, 13; 23).	Illinois.
			Ch. 24, 63				do.	
		No (5427)	3611					Indiana.
			3848; 3984; 5335					
		No (5427)	3848; 3984; 5335					
								Indian Territory.

Table X.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	RATES AND TRAFFIC.									
		Extortion forbidden.	Unjust discrimination forbidden.	Has State a short-haul clause?	May commission suspend short-haul clause in special cases?	It is no excuse from short-haul law to say that one point is competing and another not.	Variation from established rates forbidden.	Higher rates than those established forbidden.	Monopolies and contracts in restraint of trade forbidden.	Railroads forbidden to limit common-law liability in any way.	Railroads forbidden to limit common-law liability except by special contract.
Iowa	1890	2123; 2144; 2157	2116; 2124-5; 2145-6; 2157	2126			2128			2074; 3136	
	1902	2123; 2144; 2157	2116; 2124-5; 2145-6; 2157	2126			2128			2074; 3136	
Kansas	1890	69-15	69-11; 69-14							† 69-17	
	1901	527	527-8-9	529	529					† 530	
	1902	527	527-8-9	529	529					† 530	
Kentucky	1890	1020-1	1022; 90-26								
	1891		C. 213-5	C. 218	C. 218				C. 198	C. 196	
	1893	Above repealed and substitute enacted (819).	Provisions of 1890 repealed and substitute enacted (792; 819).	820	820						
	1902	5	do	820	820				C. 198	C. 196	
Louisiana	1890		196								
	1892										
	1898		C. 271; C. 286	C. 284	C. 284				906		
	1902		C. 271; C. 286	C. 284	C. 284				906		
Maine	1890		132; 1134								
	1902		132; 1134								
Maryland	1890										
	1902										
Massachusetts	1890	188	188; 225; 316; 73-1	190							
	1894										
	1897										
	1902	188	188; 225; 316; 73-1	190							
Michigan	1890	3422; Sup. 3323	3324; 3342-3; Sup. 3355	Sup. 3422a							H 3328; 3418
	1891										
	1902	M 6234; 5249	M 6235; 6253-4; 6266	M 5247							M 6239; 5239
Minnesota	1890	380	8002; 380; 381; 383	384; 385	384		386				381
	1893										
	1902	380	8002; 380; 381; 383	384; 385	384		386				381
Mississippi	1890	4287; 4329	C. 184; 4287	4287	4287		† 4292				
	1896										
	1902	4287; 4329	C. 184; 4287	4287	4287		† 4292				
Missouri	1890	C. XII, 14; 2639; 2676	C. XII, 12; 14, 23; 2630; 2632-7	2629; 2637							
	1902	C. XII, 14; 1136; 1196	C. XII, 12; 14, 23; 1127; 1129-34	1126; 1134							

† Certain forms of discrimination only.

TO PROHIBITIONS AND LIMITATIONS—Continued.

MAINTENANCE AND OPERATION.				OFFICERS AND DIRECTORS.			Bonds and indebtedness.	State or Territory.
Pooling forbidden.	Railroads forbidden to engage in any other business.	Abandonment of any part of line forbidden.	Operation in cities, towns, etc., subject in some degree to local authorities.	Election of officers who are interested in any express, dispatch, fast-freight, or transportation company forbidden.	Officer or owner of railroad forbidden to be officer of parallel or competing line.	Officers, agents, and employees must not be interested in business of supplying materials, etc., to their own line.		
2127	1622		767-770				Railroads may have \$16,000 of bonds per mile at least (\$8,000 narrow gauge) (1611); maximum is two-thirds capital stock (1611).	Iowa.
2127	1622		767-770				Railroads may have \$16,000 of bonds per mile at least (\$8,000 narrow gauge) (1611); maximum is two-thirds capital stock (1611).	
69-16 530 530	66-23 66-23							Kansas.
C. 198; C. 201	C. 210						Fictitious increase of bonds forbidden (C. 198). Provision of 1890 repealed (538); fictitious increase of bonds forbidden (568).	Kentucky.
C. 198; C. 201	C. 210						do.	
								Louisiana.
		46 46	29, 34 29, 34					Maine.
			194 194				Bonds not to exceed capital stock (171) do.	Maryland.
			94; 165-6				Bonds not to exceed capital stock (62).	Massachusetts.
			94; 165-6				Bonds issued must be approved by commission (462). Bonds not to exceed capital paid in (323). do.	
		Sup. 3457a	H 2559-60					Michigan.
		R. (M 6347)	M 8111-2				Interest on bonds not to exceed 10 per cent (H 3352). do. (M 6263).	
382			1085; 1224; 1299		2717		Fictitious increase of bonds forbidden (2743); indebtedness, exclusive of bonds secured by mortgages, not to exceed two-thirds stock (2722).	Minnesota.
382		2755 2755	1085; 1224; 1299		2717		do.	
			2931; 2974				No limit to bond issues (3582), but fictitious issues are forbidden (C. 196).	Mississippi.
		74 74	2931; 2974				do.	
				2555	C. XII, 17; 2570		Bonds not to exceed authorized capital stock (2543).	Missour
				1047	C. XII, 17; 1063		do. (1035).	

Table X.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	RATES AND TRAFFIC.									
		Extortion forbidden.	Unjust discrimination forbidden.	Has State a short-haul clause?	May commission suspend short-haul clause in special cases?	It is no excuse from short-haul law to say that one point is competing and another not.	Variation from estab- lished rates for- bidden.	Higher rates than those es- tablished forbid- den.	Monopolies and con- tracts in restraint of trade forbidden.	Railroads forbid- den to limit common- law lia- bility in any way.	Railroads forbid- den to limit common- law lia- bility ex- cept by special contract.
Montana	1890	700	C. XV, 7; 700; also 93-984	C. XV, 7					C. XV, 20		
	1893										
	1895	908	908				IV, 922		IV, 321		
Nebraska.....	1902	908	908	C. XV, 7			IV, 922		IV, 321		
	1890	VIII, 1; VIII, 6	VIII, 2, 3	VIII, 4	VIII, 4					C. XI, 4	I. 5
	1902	VIII, 1; VIII, 6	VIII, 2, 3	VIII, 4	VIII, 4					C. XI, 4	I. 5
Nevada.....	1890	898	894-5	897			896				
	1902	898	894-5	897			898				
New Hampshire...	1890	452	452; 454	454							
	1902	452	452; 454	454							
New Jersey.....	1890	149; 350	15; 148					149; 350		No (138)	No (138)
	1895										
	1902	149; 350	15; 148					149; 350		No (138)	No (138)
New Mexico.....	1890		3911								
	1902		3911								
New York	1890	478	36; 362								
	1891	R 39	R 34-5						S 7; also 99-255		
	1902	R 39	R 34-5						S 7; also 99-255		
North Carolina	1890		87-91; 1966; 1968-9	87-90							
	1891	277	277; 286	278	278						
	1899	300	300	301	R. (291)		293				
	1902	300	300	301			293				
North Dakota	1890	3015	C. 143; 3016-7; 3022; 3055; also 93-2996	3023	3023		3029		C. 146	No (3020)	No (3020)
	1897	224; 242	223-4; 240-2; 228; C. 143	228							
	1902	224; 242	223-4; 240-2; 228; C. 143	228	3023		3029		C. 146	No (3020)	No (3020)
Ohio.....	1890		3366; 3369; 3372; also 91-3373	3373							
	1902		3366; 3369; 3372; also 91-3373	3373							

TO PROHIBITIONS AND LIMITATIONS—Continued.

MAINTENANCE AND OPERATION.				OFFICERS AND DIRECTORS.			Bonds and indebtedness.	State or Territory.
Pooling forbidden.	Railroads forbidden to engage in any other business.	Abandonment of any part of line forbidden.	Operation in cities, towns, etc., subject in some degree to local authorities.	Election of officers who are interested in any express, dispatch, fast-freight, or transportation company forbidden.	Officer or owner of railroad forbidden to be officer of parallel or competing line.	Officers, agents, and employees must not be interested in business of supplying materials, etc., to their own line.		
			325; 700		C. XV, 6		Bonds not to exceed authorized capital stock (691).	Montana.
	No (412-14)		908				Above repealed and reenacted (879; 913); debts must not exceed subscribed capital stock (438).	
	No (412-14)		908		C. XV ⁶		do.	
VIII, 5			12a-45, 46; 70; 13a-1.67- XVI; 13a- II, 68- XVIII; 13a- II, 76, 115; 14-I, 39, 69; 14-II, 52, 57				Indebtedness never to exceed two-thirds stock (16-128); fictitious issues of bonds forbidden (C. XI, 5).	Nebraska.
VIII, 5			12a-45, 46; 70; 13a-1.67- XVI; 13a- II, 68- XVIII; 13a- II, 76, 115; 14-I, 39, 69; 14-II, 52, 57				do.	
896							Bonds not to exceed capital stock (849).	Nevada.
896							do.	
		441						New Hampshire.
		441						
							Bonds not to exceed paid up capital (43).	New Jersey.
			345; also 96-228				do.	
			345; also 96-228					
							Bonds never to exceed capital stock (347); debts never to exceed subscribed capital stock (3819).	New Mexico.
							do.	
	No (8 32)	23 R 13					Total debt not secured by mortgage shall not exceed paid up capital stock [declared, by S. L. 1898, ch. 80, not to apply to railroads] (8 24).	New York.
	No (8 32)	R 13					do.	
1968								North Carolina.
† 282 91-282 repealed (291)								
3021							Fictitious issue of bonds forbidden (C. 138); debt not to exceed capital stock (2891; 2905).	North Dakota.
228							do.	
228								
		3272	2500	3815			Bonds not to exceed capital stock, and interest not to exceed 7 per cent (3309-10); railroads may issue bonds not exceeding one-half stock, convertible into common or preferred stock (3257).	Ohio.
		3272	2500	3815			do.	

Table X.—STATUTORY PROVISIONS RELATIVE

RATES AND TRAFFIC.											
State or Territory.	Year.	Extortion forbidden.	Unjust discrimination forbidden.	Has State a short-haul clause?	May commission suspend short-haul clause in special cases?	It is no excuse from short-haul law to say that one point is competing and another not.	Variation from established rates forbidden.	Higher rates than those established forbidden.	Monopolies and contracts in restraint of trade forbidden.	Railroads forbidden to limit common-law liability in any way.	Railroads forbidden to limit common-law liability except by special contract.
Oklahoma	1893								6140		491
	1902								6140		491
Oregon	1890	4029	4029	4032							
	1902	4029	4029	4032							
Pennsylvania	1890		C. XVII, 1, 7; 211	C. XVII, 3							
	1902		C. XVII, 1, 7; 211	C. XVII, 3							
Rhode Island	1890										
	1893										
	1902										
South Carolina	1890	1646	1647; 1658-61 117	1648-9							1604
	1896								434		
	1897										
	1899										
	1902	1646	117	1648-9					434		1604
South Dakota	1890	148; 89-110	146-7; 153; 89-110	89-110				89-110			3886
	1895										
	1896								C. 208a		
	1897	110	110	110		110	110				
	1902	110	110	110		110	110	89-110	C. 208a		3886
Tennessee	1890	3061	3061; 2421; 3078	3060				3061			
	1897	120	120	120	125		122				
	1901				R. (295)						
	1902	120	120	120			122	3061			
Texas	1890		C. X, 1; 4251-4; 4257; 4258b						P.C. 821(1)		278
	1891	14	15	15	15						
	1893										
	1899		101; 203								
	1902	14	101; 203	15	15				P.C. 821(1)		278
Utah	1890	4672									
	1896								C. 12-20		
	1898	4392	455								
	1899										
	1902	4392	455						C. 12-20		
Vermont	1890		3962; 3902	3901; 3903							
	1902		3962; 3902	3901; 3903							
Virginia	1890	1202	1208; 1213				1206	1202			
	1892		1297a	1297a	1297a		1297a				
	1902	1202	See C. 166	See C. 160	See C. 160		1297a	1202			

¹ Corporation commission.

TO PROHIBITIONS AND LIMITATIONS—Continued.

MAINTENANCE AND OPERATION.				OFFICERS AND DIRECTORS.			Bonds and indebtedness.	State or Territory.
Pooling. forbidden.	Railroads forbidden to engage in any other business.	Aban- donment of any part of line for- bidden.	Operation in cities towns, etc., subject in some degree to local au- thorities.	Election of officers who are interested in any ex- press, dis- patch, fast- freight, or transporta- tion com- pany for- bidden.	Officer or owner of railroad forbidden to be offi- cer of par- allel or competing line.	Officers, agents, and em- ployees must not be inter- ested in business of supply- ing mate- rials, etc., to their own line.		
			593-4				Debts must not exceed capital stock (968; 966).	Oklahoma.
			593-1				do.	
4031	No (3288)							Oregon.
4031	No (3288)							
	C. XVII, 5	60	19	C. XVII, 6; 213; 99-101.	C. XVII, 4, and 1901-61.	213; 99-101	Railroads may issue bonds not exceeding double amount of stock actually paid in, and not exceeding amount of stock subscribed (41; 145); bonds never to exceed \$150,000 per mile (36); fictitious issue of bonds forbidden (C. XVI, 7).	Pennsylvania.
	C. XVII, 5	60	19	C. XVII, 6; 213; 99-101.	C. XVII, 4, and 1901-61.	213; 99-101	do.	
			599					Rhode Island.
			599					
1639; 1665								South Carolina.
							Fictitious issues of bonds forbidden (70).	
1639; 1665							do.	
89-110	No (90-ch.55)						Fictitious issues of bonds forbidden (C. 197); indebtedness not to exceed capital stock (2936).	South Dakota.
			146					
110								
110	No (90-ch.55)		146				do.	
			2419					Tennessee.
			2419					
			414		C. X, 5		Fictitious issues of bonds are forbidden (C. XII, 6; 4156).	Texas.
							Bonds shall not exceed value of railroad property, as estimated by commission, except that by permission of commission they may, together with stock, equal 150 per cent of property value (4156a).	
			414		C. X, 5		do.	
			1756					Utah.
							Fictitious issues of bonds forbidden (C. 12-5).	
							Indebtedness not to exceed two-thirds capital stock (338).	
			44, and 1901-135				do.	
			44, and 1901-135					
								Vermont.
	1070						No railroad may borrow money until stock subscribed for has been paid up and expended; but may borrow an amount not exceeding stock un- subscribed for, and issue bonds, and may make the bonds converti- ble into stock (1232).	Virginia.
	1070						do.	

Table X.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	RATES AND TRAFFIC.								
		Extortion forbidden.	Unjust dis- crimination forbidden.	Has State a short-haul clause?	May commis- sion sus- pend short- haul clause in special cases?	It is no excuse from short- haul law to say that one point is compet- ing and another not.	Variation from estab- lished rates for- bidden.	Higher rates than those es- tablished forbid- den.	Monopolies and con- tracts in restraint of trade forbidden.	Railroads forbid- den to limit common- law lia- bility in any way.	Railroads forbid- den to limit common- law lia- bility ex- cept by special contract.
Washington	1890	.....	C. XII, 13, 15	C. XII, 15					C. XII, 22	
	1893	.....						3		
	1897	.....	4322	4321						
	1902	.....	4322	4321				3	C. XII, 22	
West Virginia	1890	559; 565	564	564						
	1895		34	33						
	1902	559; 565	34	33						
Wisconsin	1890	1798	1798							
	1902	1798	1798							
Wyoming	1890		C. X, 1, 2						C. X, 8	
	1902		C. X, 1, 2						C. X, 8	

TO PROHIBITIONS AND LIMITATIONS—Continued.

MAINTENANCE AND OPERATION.				OFFICERS AND DIRECTORS.			Bonds and indebtedness.	State or Territory.
Pooling forbidden.	Railroads forbidden to engage in any other business.	Abandonment of any part of line forbidden.	Operation in cities, towns, etc., subject in some degree to local authorities.	Election of officers who are interested in any express, dispatch, fast-freight, or transportation company forbidden.	Officer or owner of railroad forbidden to be officer of parallel or competing line.	Officers, agents, and employees must not be interested in business of supplying materials, etc., to their own line.		
C. XII, 14			520				Fictitious issues of bonds forbidden (C. XII, 6); debts and liabilities not to exceed capital stock (1515); bonds of railroads not to exceed double amount of paid-up stock (1511).	Washington.
C. XII, 14			739				do. (4271; 4266.)	
		531					Fictitious issues of bonds forbidden (532).	West Virginia.
	31						do.	
	31	531						
			925-52	1804	1804	1804	Fictitious issues of bonds forbidden (1753).	Wisconsin.
			925-52	1804	1804	1804	do.	
	No (520; 89-519; but see C. X, 6).						Indebtedness not to exceed capital stock (519).	Wyoming.
	No (520; 89-519; but see C. X, 6).						do.	

Table X.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	CONSOLIDATION, MERGER, ETC.			FREE PASSES.		
		Consolidation, merger, etc., with parallel or competing line forbidden.	Commission may permit consolidation of parallel lines.	How is parallelism of railroads determined, if not by a jury?	No free passes to be granted save to officers, agents, and employees of road.	Free passes or tickets at a discount must not be granted to public officers.	Free passes must not be granted to any political committee or its employees, or delegates to political conventions.
Alabama	1890					C. XIV, 23	
	1902					C. XIV, 23	
Alaska							
Arizona	1890	318					
	1902	318					
Arkansas	1890	6302				C. XVII, 7; 16275	
	1902	6302				C. XVII, 7; 16275	
California	1890					C. XII, 19	
	1902	See 99-178				C. XII, 19	
Colorado	1890						
	1902						
Connecticut	1890						
	1897						
	1902						
Delaware	1890						
	1897						
	1899						
	1902						
Dist. of Columbia ..	1890						
	1902						
Florida	1890	12248	2248			C. XVI, 31; 2689	2691
	1893						
	1902	12248	2248			C. XVI, 31; 2689	2691
Georgia	1890	1649					
	1891	R. (159)					
	1892	2173					
	1902	2173					
Idaho							
Illinois	1890	C. XI, 11; 23; 87-447					
	1902	C. XI, 11; 23; 196					
Indiana	1890						
	1902						
Indian Territory ..							
Iowa	1890						
	1902						
Kansas	1890						
	1902						

¹ Except sheriffs (95-102).

TO PROHIBITIONS AND LIMITATIONS—Continued.

CAPITAL STOCK.				Laws concerning rates, regulations relating to traffic, reports of railroads, and prohibitions and limitations, peculiar to a few States.	State or Territory.
Capital stock, how limited?	Fictitious increase of stock forbidden.	Railroad forbidden to use its capital to purchase its own stock.	Railroad forbidden to use any of its funds to purchase its own stock.		
To \$10,000,000 (1174)	C. XIV, 6			Railroads may transport passengers and freight free of all charge (8463); when connecting railroads have a common terminus, neither must charge a less rate per mile between intersection and terminus than all along line (8465).	Alabama.
do	C. XIV, 6			do.	
					Alaska.
					Arizona.
To cost of road (6268).			6164	Children to ride at half fare (6211); railroads not to use funds to buy stock of any other corporation (6164).	Arkansas.
do			6164	do.	
	C. XII, 11: 859			Rates once lowered can not be raised without consent of commission (C. XII, 20).	California.
	C. XII, 11: 859			do.	
	C. XV, 9		485		Colorado.
	C. XV, 9		485		
				Railroads may contract with connecting railroads concerning exchange of traffic (8472); railroads to transport materials for other railroads at same rate as freight (8547). Commission shall assess railroads and franchises to get maximum for capital stock (812).	Connecticut.
To value of road and franchises (812).				do.	
do					
	C. IX, 3			Annual report of railroad to secretary of state is simply a copy of report to stockholders (480).	Delaware.
	C. IX, 3			do.	
To cost of road and equipment (137).					Dist. of Columbia.
do.					
				Railroads must deliver freight according to contract (2348). Railroads must notify consignee immediately on arrival of freight (138), and storage charges must not commence until three days thereafter (138); goods must be delivered on tender of amount due (136); payment must not be demanded before delivery (136).	Florida.
				do.	
				Railroads must trace freight and report fully to shipper or consignee (2317).	Georgia.
				do.	
					Idaho.
	C. XI, 13: 22	14			
	C. XI, 13: 22	14			Illinois.
				No railroad shall charge more for transporting freight than the rate in force when same was presented (5492); connecting railroads may contract for engines and cars of one to run over track of the other (5446).	Indiana.
				do.	
					Indian Territory.
				Railroads may fix joint rates so that amount charged by each shall be less than rate for same distance entirely on its own road (2162); children to ride at half fare (2077).	Iowa.
				do.	
				Railroads must transport cars owned by other persons or corporations (69-19); on refusal of agent to count stock, shipper's statement must be accepted (70-64).	Kansas.
				do.	

Table X.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	CONSOLIDATION, MERGER, ETC.			FREE PASSES.		
		Consolidation, merger, etc., with parallel or competing line forbidden.	Commission may permit consolidation of parallel lines.	How is parallelism of railroads determined, if not by a jury?	No free passes to be granted save to officers, agents, and employees of road.	Free passes or tickets at a discount must not be granted to public officers.	Free passes must not be granted to any political committee or its employees, or delegates to political conventions.
Kentucky	1890						
	1891	C. 201				C. 197	
	1902	C. 201				C. 197	
Louisiana	1890						
	1898						
	1902						
Maine							
Maryland	1890						
	1902						
Massachusetts	1890						
	1892					59	
	1894						
Michigan	1890	C. XIX, A-2; H 3543.		By board consisting of attorney-general, commissioner, and secretary of state (Sup. 3344). do. (M 6255)			
	1902	C. XIX, A-2; M 6254				59	
Minnesota	1890	2716					
	1895						
	1897						
	1902	2716					
Mississippi	1890	3560				C. 188; 4292	
	1902	3560				C. 188; 4292	
Missouri	1890	C. XII, 17; 2567; 2569.				C. XII, 24	
	1891						
	1895						
	1897						
Montana	1890	C. XV, 6				700	
	1895					908	
	1902	C. XV, 6				908	
Nebraska	1890	C. XI, 3; 16-114					
	1902	C. XI, 3; 16-114					
Nevada							
New Hampshire	1890						
	1902						
New Jersey	1890					No (37)	
	1902					No (37)	
New Mexico	1890						
	1902						

TO PROHIBITIONS AND LIMITATIONS—Continued.

CAPITAL STOCK.				Laws concerning rates, regulations relating to traffic, reports of railroads, and prohibitions and limitations, peculiar to a few States.	State or Territory.
Capital stock, how limited?	Fictitious increase of stock forbidden.	Railroad forbidden to use its capital to purchase its own stock.	Railroad forbidden to use any of its funds to purchase its own stock.		
	C. 193 C. 193				Kentucky.
	C. 238 C. 266 C. 266				Louisiana.
					Maine.
				Connecting railroads must permit each other to use track for tonnage and cars for 5 miles at usual rates (183). do.	Maryland.
				Railroads must give check for extra charge when fare is paid on train (83-32); discrimination on account of race or color forbidden (85-316).	Massachusetts.
To amount approved by commission (462). do.	350 350			do.	
	H 3409			Railroads must furnish freight and passenger facilities for State institutions (Sup. 3357c).	Michigan.
	M 6344			do. (M 6271).	
	2743				Minnesota.
	2743			Overloading of freight cars forbidden (323); railroads must notify consignees of arrival of goods within 48 hours (322). Railroads must not bring into State persons without means of support (536). do.	
To amount spent on railroad and property (3581). do.	C. 196; 3600 C. 196; 3600				Mississippi.
	2499				Missouri.
	962			All live stock received at crossings to have preference over dead freight (1170). Railroads must furnish caboose for shipper of live stock (1097). Railroads must run peddling cars on all way freights (1086). do.	
	C. XV, 10				Montana.
	C. XV, 10			Corporations not to make loans to stockholders (476); corporations not to issue evidences of debt for circulation as money (522). do.	
	C. XI, 5 C. XI, 5			Means of a corporation must be devoted to nothing but the legitimate object of its creation (16-55). do.	Nebraska.
					Nevada.
				Two or more railroads may contract that one shall perform all the transportation over the others (441). do.	New Hampshire.
				Railroads may sell passenger tickets at less than 3 cents per mile, but they must be limited as to time of use (52); railroads may charge express or transportation companies as much as they can get (151). do.	New Jersey.
To amount required for "purposes of the corporation" as estimated by engineers (3805). do.					New Mexico.

Table X.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	CONSOLIDATION, MERGER, ETC.			FREE PASSES.		
		Consolidation, merger, etc., with parallel or competing line forbidden.	Commission may permit consolidation of parallel lines.	How is parallelism of railroads determined, if not by a jury?	No free passes to be granted save to officers, agents, and employees of road.	Free passes or tickets at a discount must not be granted to public officers.	Free passes must not be granted to any political committee or its employees, or delegates to political conventions.
New York	1890	367					
	1891	R 80	R 80				
	1894					C. Am. XIII, 5	
	1902	R 80	R 80			C. Am. XIII, 5	
North Carolina	1890						
	1902						
North Dakota	1890	C. 141; 2954					
	1902	C. 141; 2954					
Ohio							
Oklahoma	1893						
	1902						
Oregon	1890						
	1902						
Pennsylvania	1890	C. XVII, 4, and 1901-61			C. XVII, 8		
	1891						
	1902	C. XVII, 4, and 1901-61			C. XVII, 8		
Rhode Island							
South Carolina	1890						
	1894	812					
	1896						
	1897	492					
	1899						
	1902	492					
South Dakota	1890	C. 203; also 99-124					
	1897						
	1902	C. 203; also 99-124					
Tennessee	1890	1532; also 95-1490					
	1897						
	1902	1532; also 95-1490					
Texas	1890	C. X, 5; 4246					
	1891						
	1902	C. X, 5; 4246					
Utah	1890	35					
	1896	C. 12-13					
	1902	C. 12-13					
Vermont							
Virginia	1890						
	1892						
	1902					C. 161	

TO PROHIBITIONS AND LIMITATIONS—Continued.

CAPITAL STOCK.				Laws concerning rates, regulations relating to traffic, reports of railroads, and prohibitions and limitations, peculiar to a few States.	State or Territory.
Capital stock, how limited?	Fictitious increase of stock forbidden.	Railroad forbidden to use its capital to purchase its own stock.	Railroad forbidden to use any of its funds to purchase its own stock.		
			8 R.	Exclusion of persons on account of race, color, etc., from equal enjoyment of railroad accommodations forbidden (497); penal offense to issue false bill of lading (497). do. (306; 326).	New York.
				Railroad must keep record of produce of State intended for shipment abroad, and report same to governor (1715). do.	North Carolina.
			No (2880)	Rates fixed by commission to remain in force pending judicial decision (C. 142); consignee to have 24 hours to unload, free (3059); railroad must build short spur to large coal mine on request of mining company (3067). do.	North Dakota.
			No (2880)		
			No (947) No (947)		Ohio. Oklahoma.
				Railroad must build track to warehouse within 150 feet (4038); railroads must post schedules and classifications in January and July, and must not raise rates within the half year (4038). do.	Oregon.
To \$150,000 per mile (36). But may be at least \$10,000,000 (228). do.	42-3 42-3			Stock not to be issued for less than par value (39); railroads forbidden to exclude persons on account of race, color, etc., or to confine them to one part of car (206; p. 685). do.	Pennsylvania.
					Rhode Island.
					South Carolina.
				Railroads under one management are to be considered one railroad for rate-making purposes, unless otherwise specified by commission (118). do.	
	70 70		No (2917)	Consignee has 24 hours to unload (89-110). In proceedings before commission to test reasonableness of rates, lowest charge made by any other railroad in country for substantially the same service shall be accepted as prima facie reasonable (110). do.	South Dakota
			No (2917)		
				When railroads come in competition with river navigation, commission shall fix rates so as to meet that competition (125). do.	Tennessee.
	C. XII, 6; 4155		4142	No domestic railroad to consolidate with a foreign in any way (C. X, 6); consignee has 48 hours in which to unload cars (4227a). False billing, weighing, or classification forbidden (16). do.	Texas.
	C. XII, 6; 4155		4142		
	C. 12-5 C. 12-5			Live stock must not be loaded at night (90-7). do.	Utah.
					Vermont.
				Commissioner to make contracts for carriage of convicts and other State charges (1306); railroad must not charge more for a service between point in State and point without than over the entire line (1207). False billing, weighing, or classification forbidden (1297a). do.	Virginia.

Table X.—STATUTORY PROVISIONS RELATIVE

State or Territory.	Year.	CONSOLIDATION, MERGER, ETC.			FREE PASSES.		
		Consolidation, merger, etc., with parallel or competing line forbidden.	Commission may permit consolidation of parallel lines.	How is parallelism of railroads determined, if not by a jury?	No free passes to be granted save to officers, agents, and employees of road.	Free passes or tickets at a discount must not be granted to public officers.	Free passes must not be granted to any political committee or its employees, or delegates to political conventions.
Washington	1890	C. XII, 16; 1536				C. XII, 20	
	1893						
	1897						
West Virginia	1902	C. XII, 16; 4304				C. XII, 20	
	1900	C. XII, 11; 533					
	1902	C. XII, 11; 533					
Wisconsin	1890	1833					
	1899					749	749
	1902	1833				749	749
Wyoming	1890						
	1902						

TO PROHIBITIONS AND LIMITATIONS—Continued.

CAPITAL STOCK.				Laws concerning rates, regulations relating to traffic, reports of railroads, and prohibitions and limitations, peculiar to a few States.	State or Territory.
Capital stock, how limited?	Fictitious increase of stock forbidden.	Railroad forbidden to use its capital to purchase its own stock.	Railroad forbidden to use any of its funds to purchase its own stock.		
				Maximum freight rates to be same as were in effect Dec. 1, 1890, unless raised by the courts (8). Railroads may petition superior court to declare maximum rates fixed by statute unreasonable (4327); contracts waving penalties or rights under the law forbidden (4328). do.	Washington.
	532		No (504)	In classifying roads for rate-making purposes all operated by one corporation shall be considered one railroad (559). do.	West Virginia.
	532		No (504)		
					Wisconsin.
			510 510		Wyoming.

EXPLANATORY NOTE.

Table XI deals with penalties for the violation of the provisions of railroad law. There are many such penalties and the table shows a number of changes since 1890. These changes are due largely, however, to alterations in the commission laws or are incidental to the new laws respecting construction, maintenance, and operation. The penalties imposed by law exhibit a great range as between the different States. The subdivisions of the table consider these penalties relative to rights and duties of commissions; conditions of railroad incorporation; construction, maintenance, and operation; rates; regulation of traffic; public reports; prohibitions and limitations, and offenses against railroads.

The figures in the body of the following table indicate that the State in question has a statute conforming to the statement made in the boxing of the column in which the figures appear. These figures refer, also, to the section, chapter, or page of the particular compilation of statutes or laws which is authority for the statement. The titles of these compilations are to be found in the second column of Table I.

The abbreviations observed throughout the tables are the following:

- C Constitution.
- C. C Criminal Code.
- P. C. Penal Code.
- C. C. P. ... Code of Civil Procedure.
- S. L. Session Laws. References to Session Laws are to pages, except where indicated by ch. (chapter).
- R Repealed.

The following is the explanation of the signs used in the tables:

- * When ordered by commission.
- † With the consent of commission.
- ‡ Unless otherwise allowed by the commission.
- †† Approved by the commission.

Table XI.—STATUTORY PROVISIONS

A.—Relative to rights and

State or Territory.	Year.	Obstructing commission.	Violating any rules or orders of commission.	Refusal to appear and testify before commission.	Refusal to allow members of commission to travel free.
Alabama	1890				
	1902				
Alaska					
Arizona					
Arkansas	1890				
	1899		\$500-3,000 (93)		
	1902		\$500-3,000 (93)		
California					
Colorado	1890	\$20-1,000, or 10 days-3 mos., or both (3733)	\$20-1,000, or 10 days-3 mos., or both (3733).	\$20-1,000, or 10 days-3 mos., or both (3733).	
	1902	do	do	do.	
Connecticut	1890	0-\$1,000, or 0-1 yr., or both (3430; same in 1901-1933).	\$100 (3496)	0-\$1,000, or 0-1 yr., or both (3430; same in 1901-1933).	
	1902	do	\$100 (3496)	do.	
Delaware					
Dist. of Columbia					
Florida	1890	\$100-5,000 (2299)	\$100-5,000, on company (2293); 0-\$500, or 0-6 mos., on officer or agent (2687).		
	1891	Repealed (109)	Repealed (109)		
	1897	\$100-5,000 (92)	\$100-5,000 (90)		
	1899		0-\$5,000 (86)		
	1902	\$100-5,000 (92)	0-\$5,000 (86)		
Georgia	1890	\$100-5,000 (2211)	\$1,000-5,000 (2196)		
	1891		0-\$5,000 (2195)		
	1902	\$100-5,000 (2211)	0-\$5,000 (2195)		
Idaho					
Illinois	1890	\$100-5,000 (141)		\$25-500, or 0-30 days, or both (140).	
	1902	\$100-5,000 (182)		do. (181).	
Indiana					
Indian Territory					
Iowa	1890	0-\$1,000 (2115)			\$500-5,000 (2182.)
	1902	0-\$1,000 (2115)			\$500-5,000 (2182.)
Kansas	1890	0-\$1,000 (69-10)			\$100-5,000 (69-10)
	1898	R. (91)			R. (91)
	1901	\$100-1,000 (519)	\$100 per day (520; 532)	\$100-1,000 (519)	
	1902	\$100-1,000 (519)		\$100-1,000 (519)	
Kentucky	1890	\$50-100 (1028)		\$10-100 (1027)	
	1893	\$500-1,000 (828)		\$50-100, or 10-50 days, or both (827).	
	1902	\$500-1,000 (828)		do.	
Louisiana	1890				
	1898		\$100-5,000 (286)		
	1902		\$100-5,000 (286)		
Maine					
Maryland					
Massachusetts	1890				
	1902				
Michigan	1890	0-\$1,000, or 0-6 mos., or both (3302).		0-\$500, or 0-6 mos., or both (3297).	
	1902	do. (5223)		do. (5218)	
Minnesota					

CONCERNING PENALTIES.

duties of commissions.

Refusal to allow employees of commission to travel free.	Refusal to allow commission to examine books, papers, etc.	On any commissioner for soliciting or receiving any gift, employment, etc., from railroad for self or others.	Penalties peculiar to a few States.	State or Territory.
			Refusal to pay share of expenses of commission, \$100 per day (3489). do.	Alabama.
				Alaska.
				Arizona.
				Arkansas.
	\$100-500 on company; also on officer or agent (96). do.			California.
				Colorado.
				Connecticut.
				Delaware.
				Dist. of Columbia.
				Florida.
				Georgia.
				Idaho.
				Illinois.
				Indiana.
				Indian Territory.
			Contempt of court issuing decree enforcing order of commission, 0-\$1,000, and imprisonment for any term (2119). do.	Iowa.
\$100-5,000 (69-10) R. (91)	\$100-1,000 (519) \$100-1,000 (519)			Kansas.
		\$1,000-5,000, and same on railroad making offer (832). do		Kentucky.
				Louisiana.
				Maine.
				Maryland.
	\$50 per day (24) do.			Massachusetts.
				Michigan.
				Minnesota.

Table XI—Continued. Percentage

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State or Territory	Year	Penalty or fine	Forfeiture or loss of license or privilege	Term of imprisonment or term of probation	Term of suspension or term of probation
Alabama	1901	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1902	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1903	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1904	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1905	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1906	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1907	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1908	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1909	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1910	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1911	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1912	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1913	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1914	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1915	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1916	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1917	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1918	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1919	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1920	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1921	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1922	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1923	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1924	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1925	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1926	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1927	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1928	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1929	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1930	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1931	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1932	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1933	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1934	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1935	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1936	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1937	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1938	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1939	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1940	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1941	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1942	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1943	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1944	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1945	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1946	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1947	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1948	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1949	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1950	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1951	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1952	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1953	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1954	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1955	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1956	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1957	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1958	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1959	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1960	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1961	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1962	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1963	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1964	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1965	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1966	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1967	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1968	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1969	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1970	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1971	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1972	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1973	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1974	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1975	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1976	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1977	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1978	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1979	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1980	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1981	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1982	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1983	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1984	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1985	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1986	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1987	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1988	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1989	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1990	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1991	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1992	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1993	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1994	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1995	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1996	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1997	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1998	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	1999	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2000	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2001	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2002	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2003	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2004	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2005	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2006	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2007	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2008	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2009	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2010	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2011	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2012	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2013	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2014	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2015	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2016	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2017	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2018	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2019	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2020	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2021	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2022	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2023	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2024	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2025	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2026	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2027	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2028	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2029	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2030	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2031	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2032	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2033	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2034	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2035	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2036	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2037	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2038	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2039	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2040	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2041	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2042	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2043	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2044	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2045	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2046	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2047	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2048	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2049	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2050	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2051	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2052	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2053	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2054	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2055	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2056	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2057	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2058	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2059	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2060	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2061	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2062	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2063	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2064	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2065	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2066	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2067	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2068	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2069	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2070	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2071	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2072	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2073	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2074	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2075	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2076	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2077	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2078	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2079	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2080	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2081	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2082	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2083	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2084	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2085	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2086	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2087	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2088	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2089	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2090	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2091	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2092	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2093	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2094	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2095	\$50-100	\$50-100	\$50-100	\$50-100
Alabama	2096	\$50-100	\$50		

CONCERNING PENALTIES—Continued.

duties of commissions—Continued.

Refusal to allow employees of commission to travel free.	Refusal to allow commission to examine books, papers, etc.	On any commissioner for soliciting or receiving any gift, employment, etc., from railroad for self or others.	Penalties peculiar to a few States.	State or Territory.
\$500 (4329)	\$50-1,000 (4285)	Removal from office, and \$1,000-10,000, or 1-10 yrs., or both (4274).	On commissioners, for failure to make report, \$600 (4329).	Mississippi.
\$500 (4329)	\$50-1,000 (4285)	do.	do.	
			On any commissioner for failure to perform any duty, 0-\$500 (2657).	Missouri.
			do. (1154.)	
				Montana.
				Nebraska.
				Nevada.
	0-\$1,000 (431)			New Hampshire.
	0-\$1,000 (431)			New Jersey.
				New Mexico.
				New York.
			Commission may impose penalties for certain offenses, \$50-2,000 (285).	North Carolina.
			Repealed (658).	
				North Dakota.
				Ohio.
				Oklahoma.
	\$100-500 (4023) R. (4)			Oregon.
				Pennsylvania.
				Rhode Island.
\$1,000, or more, on company (1735); \$200, or more, on person (1739).				South Carolina.
do.				
			Neglect of duty by commissioner, forfeiture of office, or 0-\$1,000, or 0-1 yr., or any, or all (158).	South Dakota.
	0-\$1,000 (110)		Neglect of duty by commissioner, forfeiture of office, (110).	
	0-\$1,000 (110)		do.	
		\$1,000-5,000, and forfeiture of office; also \$1,000-5,000 on railroad (116).		Tennessee.
		do.		

Table XI.—STATUTORY PROVISIONS

A.—Relative to rights and

State or Territory.	Year.	Obstructing commission.	Violating any rules or orders of commission.	Refusal to appear and testify before commission.	Refusal to allow members of commission to travel free.
Texas	1890				
	1891				
	1901		0-\$5,000 (265)		
	1902		0-\$5,000 (265)		
Utah					
Vermont					
Virginia					
Washington					
West Virginia					
Wisconsin					
Wyoming					

CONCERNING PENALTIES—Continued.

duties of commissions—Continued.

Refusal to allow employees of commission to travel free.	Refusal to allow commission to examine books, papers, etc.	On any commissioner for soliciting or receiving any gift, employment, etc., from railroad for self or others.	Penalties peculiar to a few States.	State or Territory.
				Texas.
	\$125-500 per day, on company, also on officer or agent (10).			
	do.			
				Utah.
				Vermont.
				Virginia.
				Washington.
				West Virginia.
				Wisconsin.
				Wyoming.

Table XI.—STATUTORY PROVISIONS

B.—Relative to condi-

State or Territory.	Year.	Violating provisions of law, not otherwise punishable.	STOCK AND STOCKHOLDERS.		OFFICERS AND DIRECTORS.					
			Refusal of officer to exhibit books, records, etc., to stockholders.	Refusal to keep stock book or stock-transfer book where required.	Exchanging stocks or bonds for stocks or bonds of another railroad.	Making dividends except from surplus profits.	Diverting funds from legitimate purposes of the corporation.	Refusal to adopt system of accounting prescribed by commission.	Refusal of treasurer to report, on demand of legal proportion of stock.	When directors not meeting legal qualifications are elected.
Alabama										
Alaska										
Arizona	1890		0-\$300, or 0-6 months, or both (P.C. 883).		0-\$300, or 0-6 months, or both (P.C. 878).	0-\$300, or 0-6 months, or both (P.C. 878).				
	1902		do		do	do				
Arkansas	1890									
	1899									
	1902									
California	1890		0-\$500, or 0-6 months, or both (IV, 565).		0-\$500, or 0-6 months, or both (IV, 560).	0-\$500, or 0-6 months, or both (IV, 560).		0-\$5,000, or 0-1 yr. on officer, and 0-\$20,000 on co. (C. XII, 22).		
	1902		do		do	do		do		
Colorado	1890									
	1902									
Connecticut	1890	\$10-500 (3607)								
	1902	\$10-500 (3607)								
Delaware	1890									
	1893									
	1897									
	1899									
	1902									
Dist. of Columbia										
Florida	1890					Forfeiture of charter (2162).	Forfeiture of charter (2162).			
	1902					do	do			
Georgia	1890					0-\$1,000, or 0-1 yr., or both (P.C. 691).				
	1891									
	1892									
	1902					do				

tions of incorporation.

Failure to maintain offices as required.	RAPIDITY OF CONSTRUCTION.		CORPORATE STATUS.		FOREIGN CORPORATIONS.		Penalties peculiar to a few States.	State or Territory.
	Failure to construct within legal time limits.	Failure to begin operations within legal time limits.	Failure to designate agent for service, as required.	Fraudulent management or abuse of charter.	Failure to designate and keep agent for service, as required.	Failure to file copy of charter, as required.		
								Alabama.
								Alaska.
								Arizona.
Forfeiture (6297).	Forfeiture (6202). Forfeiture for not completing 1/4 of line in 3 years, and forfeiture of uncompleted part after 6 years (369). do.							Arkansas.
do.	do.							
	Forfeiture of uncompleted part (468).				Denied benefit of statute of limitations (403).			California.
do.	do.				do.			
	Forfeiture (603). do.							Colorado.
	Forfeiture (3440). do.							Connecticut.
								Delaware.
					\$200-500, on company; \$100-500, on agent (544).	0-\$1,000 on agent (583).		
	Forfeiture (478). do.				do.	do.		
								Dist. of Columbia.
								Florida.
								Georgia.
	Forfeiture (167). do. (2166).							
	do.						On officer, stockholder, or other person for wrecking railroad corporation, \$5,000-25,000, or 3-20 yrs., or both; if unsuccessful, \$1,000-10,000, or 1-10 yrs., or both (P. C. 685-90). do.	

Table XI.—STATUTORY PROVISIONS

B.—Relative to conditions

State or Territory.	Year.	Violating provisions of law, not otherwise punishable.	STOCK AND STOCKHOLDERS.		OFFICERS AND DIRECTORS.					
			Refusal of officer to exhibit books, records, etc., to stockholders.	Refusal to keep stock book or stock-transfer book where required.	Exchanging stocks or bonds for stocks or bonds of another railroad.	Making dividends except from surplus profits.	Diverting funds from legitimate purposes of the corporation.	Refusal to adopt system of accounting prescribed by commission.	Refusal of treasurer to report, on demand of legal proportion of stock.	When directors not meeting legal qualifications are elected.
Idaho	1890		0-\$300, or 0-6 mos., or both (7122).		0-\$300, or 0-6 mos., or both (7117).	0-\$300, or 0-6 mos., or both (7117).				
	1902		do		do	do				
Illinois	1890	\$10-200 on company, or on officer, etc. (100)		\$1,000, or more (39).						
	1902	do		do. (31)						
Indiana	1890									
	1902									
Indian Territory ..										
Iowa	1890					Forfeiture (1622).	Forfeiture (1622).	\$500-5,000 (2132).		
	1902					do	do	\$500-5,000 (2132).		
Kansas	1890									After 6 months, forfeiture (66-43).
	1896									
	1902									do
Kentucky	1890									
	1893		\$100-1,000 (550).							
	1902		\$100-1,000 (550).							
Louisiana	1890									
	1902									
Maine	1890			\$100, and after 6 months, forfeiture (46-11).						
	1897						0-\$1,000, or 0-1 year, or both (219).			
	1902			do			do			
Maryland	1890									
	1902									
Massachusetts	1890		\$50 (105-21)			\$1,000, on each director (61; and see 94-350).		\$50 per day (24).		
	1902		\$50 (105-21)			do		do		

CONCERNING PENALTIES—Continued.

of incorporation—Continued.

Failure to maintain offices, as required.	RAPIDITY OF CONSTRUCTION.		CORPORATE STATUS.		FOREIGN CORPORATIONS.		Penalties peculiar to a few States.	State or Territory.
	Failure to construct within legal time limits.	Failure to begin operations within legal time limits.	Failure to designate agent for service, as required.	Fraudulent management or abuse of charter.	Failure to designate and keep agent for service, as required.	Failure to file copy of charter, as required.		
	Forfeiture as to uncompleted part (2669). do.							Idaho.
\$1,000, or more (39).	Forfeiture (40).							Illinois.
do. (31).	do. (32).							Indiana.
	Forfeiture (5354). do.							Indian Territory.
				Forfeiture (1622).	0-\$100 or 0-30 days, or both, on agent; also \$100 per day on company (1637). do.			Iowa.
				do.				
After 6 months, forfeiture (66-43).		Forfeiture after five years (66-46).						Kansas.
do.		Forfeiture after one year (32). do.						
		Forfeiture (565).	\$100-1,000, on company, or agent (571).	Forfeiture (569).	\$100-1,000, on company, or agent (571).	\$1,000 or more per day, on company; \$100, or more per day, on officers or agents (842).	Failure to record lease or operating contract, \$100-500 (793).	Kentucky.
		do.	do.	do.	do.	do.	do.	
							Insolvency brings forfeiture of charter (142). do.	Louisiana.
	Forfeiture (7).		\$100, and after 6 months, forfeiture (46-11).		\$100, and after 6 months, forfeiture (46-11).			Maine.
	do.		do.		do.			
				Forfeiture (255). do.				Maryland.
	Forfeiture (45).							Massachusetts.
	do.							

Table XI.—STATUTORY PROVISIONS

B.—Relative to conditions

[illegible]

CONCERNING PENALTIES—Continued.
of incorporation—Continued.

Failure to maintain offices, as required.	RAPIDITY OF CONSTRUCTION.		CORPORATE STATUS.		FOREIGN CORPORATIONS.		Penalties peculiar to a few States.	State or Territory.
	Failure to construct within legal time limits.	Failure to begin operations within legal time limits.	Failure to designate agent for service, as required.	Fraudulent management or abuse of charter.	Failure to designate and keep agent for service, as required.	Failure to file copy of charter, as required.		
\$1,000 per 6 mos. (3399). do. (6315)								Michigan.
\$500 per mo. (2762).				Forfeiture (5899).			Violating railroad law, forfeiture (5899). Intentional deception of public by corporation officer, 0-\$5,000, or 0-3 yrs., or both (2793).	Minnesota.
do.				do.		\$1,000 (68) \$1,000 (68)	do.	
								Mississippi.
Forfeiture after 6 months (1023). do.							On foreign corporation for not keeping required office in State (1023; 1026). do.	Missouri.
	Forfeiture as to uncompleted part (698). do. (896)	Forfeiture (523).		Forfeiture (III, 1428).	\$25 per day (1032).	\$25 per day (1032).		Montana.
						0-\$500, or 0-6 mos., or both, on corporation, and on agent (151). do.		
do.	do.	do.	do.	do.	do.	do.		Nebraska.
Forfeiture: and 0-\$1,000, or 0-3 yrs., on officers (VI, 4, 5). do.								
	Forfeiture (898; and see 93-87). do.					\$50-500, and 0-6 mos., on agent (1073). do.		Nevada.
	Forfeiture as to uncompleted part (435). do.							New Hampshire.
	Forfeiture (34). do.							New Jersey.
	Forfeiture of uncompleted part, in discretion of legislature (3877).							New Mexico.
do.							Failure to publish articles of incorporation, as required, \$100 per day, or forfeiture (146). do.	

Table XI.—STATUTORY PROVISIONS

B.—Relative to conditions

State or Territory.	Year.	Violating provisions of law, not otherwise punishable.	STOCK AND STOCKHOLDERS.		OFFICERS AND DIRECTORS.					
			Refusal of officer to exhibit books, records, etc., to stockholders.	Refusal to keep stock book or stock-transfer book where required.	Exchanging stocks or bonds for stocks or bonds of another railroad.	Making dividends except from surplus profits.	Diverting funds from legitimate purposes of the corporation.	Refusal to adopt system of accounting prescribed by commission.	Refusal of treasurer to report, on demand of legal proportion of stock.	When directors not meeting legal qualifications are elected.
New York	1890					0-\$500, or 0-1 yr., or both (494).				
	1891		\$250 (S 53)	\$50 (S 29)					\$50 and \$10 per day (S 52).	
	1892		\$50 per day (965).							
	1901		do.							
	1902		do.	\$50 (S 29)		do. (318)			do.	
North Carolina	1890									
	1899									
	1902									
North Dakota	1890	First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).	0-\$500, or 0-1 yr., or both (7528).							
	1897	Triple damages, and \$500-5,000 (231).								
	1902	do.	do.							
Ohio										
Oklahoma	1893		0-\$500, or 0-1 yr., or both (2457).							
	1902		do.							
Oregon	1890									
	1902									
Pennsylvania										
Rhode Island	1890		\$100 (604)							
	1895									
	1902		\$100 (604)							
South Carolina	1890	\$1,000 or more on company (1735); \$200 or more on officers and agents (1739).								
	1893									
	1896									
	1897									
	1899									
	1902	do.								

CONCERNING PENALTIES—Continued.

of incorporation—Continued.

Failure to maintain offices, as required.	RAPIDITY OF CONSTRUCTION.		CORPORATE STATUS.		FOREIGN CORPORATIONS.		Penalties peculiar to a few States.	State or Territory
	Failure to construct within legal time limits.	Failure to begin operations within legal time limits.	Failure to designate agent for service, as required.	Fraudulent management or abuse of charter.	Failure to designate and keep agent for service, as required.	Failure to file copy of charter, as required.		
				0-\$500, or 0-10 yrs., or both, on officer, etc. (496).			On officer selling stock "short," 0-\$5,000, or 6 mos. or more, or both (448).	New York.
							do. (319).	
				do. (320)			do.	
	Forfeiture (1980).							North Carolina.
	do.					\$200-500 per day (197). do.		
		Forfeiture (2913).						North Dakota.
		do.						
								Ohio.
		Forfeiture (969).		Forfeiture (968).				Oklahoma.
		do.		do.				
		Forfeiture (3232).		Forfeiture (396).				Oregon.
		do.		do.				
								Pennsylvania.
		Forfeiture (536).		Forfeiture (537).			Insolvency makes corporation liable to forfeiture (537).	Rhode Island.
		do.		do.	\$1,000, on agent (882). do.		do.	
				Forfeiture (1742).				South Carolina.
					0-\$500 (1466)	0-\$500 (1466) \$500 (114).		
							Violating interstate-commerce law, or refusing to obey Interstate Commerce Commission \$1,000-5,000, and forfeiture; also 0-\$1,000 or 0-12 mos., or both, on officers and agents (448).	
	Forfeiture (69).			do.	do.	do.	do.	
	do.							

Failure to maintain offices, as required.	RAPIDITY OF CONSTRUCTION.		CORPORATE STATUS.		FOREIGN CORPORATIONS.		Penalties peculiar to a few States.	State or Territory.
	Failure to construct within legal time limits.	Failure to begin operations within legal time limits.	Failure to designate agent for service, as required.	Fraudulent management or abuse of charter.	Failure to designate and keep agent for service, as required.	Failure to file copy of charter, as required.		
\$500 per yr. (90-ch. 62).				Forfeiture (5346; also 97-110).				South Dakota.
do.				do.	\$10-100, or 10-30 days, or both, on agent (47). do.			
				Fine or imprisonment, or both, on directors; or forfeiture (2068).				Tennessee.
				do.		\$100-500 (2547).		
						do.		
\$5,000 per day, and forfeiture (4117a).	Forfeiture of uncompleted part (4278).							Texas.
do.	do.							
	Forfeiture (2358). Forfeiture of uncompleted part (58). do. (438).							Utah.
	do.				\$300, or more, or 0-6 mos., or both (352). do.			
	Forfeiture of uncompleted part (3760). do.							Vermont.
	Forfeiture (1239).							Virginia.
	do.						Failure to organize corporation within 2 yrs. after passage of act, forfeiture (1141). do.	
							On agent of foreign corporation for unlawfully carrying on business, 0-\$200, or 0-3 mos., or both (1531).	Washington.
							Failure to file articles of incorporation with secretary of state, \$250 (100). do. (4298; 99-100).	
	Forfeiture of uncompleted part (538).	Forfeiture (502).	\$500-1,000 per six months (525).				Corporation is dissolved if number of stockholders is reduced below 5 for 6 mos. (504). do.	West Virginia.
do.	do.	do.	do.					
								Wisconsin.
							On agent doing business unless certificate of incorporation has been filed as required, 0-\$1,000, or 0-6 mos. (114). Repealed (93).	Wyoming.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction,

State or Territory.	Year.	ROADWAY.					
		Right of way.				Track.	
		Failure to keep way clear of combustibles.	Failure to keep way clear of noxious weeds.	Failure to plow fire guards along right of way.	Failure to maintain culverts and drains.	Failure to connect tracks at railroad crossing.	Using more than legal number of switching tracks across public road.
Alabama							
Alaska							
Arizona							
Arkansas	1890						
	1891						
	1902				\$50 or more (6241) do.		
California							
Colorado	1890	\$200 per mile (3705)		\$200 per mile (3705) do.			
	1902	do					
Connecticut	1890						\$100 per mo. (3494)
	1902						do
Delaware							
Dist. of Columbia							
Florida	1890						
	1891						
	1893					Receiver, to connect tracks (140).	
	1899						
	1901						
	1902					do	
Georgia							
Idaho							
Illinois	1890	\$10-200 (100)					
	1902	\$10-200 (100)					
Indiana	1890		\$25 (5564)				
	1902		\$25 (5564)				
Indian Territory							
Iowa	1890					\$25 per day* (2104)	
	1894		0-\$500, or 0-1 yr., or both (1563).				
	1902		do			do	
Kansas	1890					\$500* (69-31)	
	1895		0-\$500, or 0-1 yr., or both (172-6).				
	1901					\$500* (521)	
	1902		do			\$500* (521)	
Kentucky	1890						
	1891					First offense, \$2,000; second, \$5,000; third, forfeiture (C. 217).	
	1893						
	1902					do	
Louisiana							

CONCERNING PENALTIES—Continued.

maintenance, and operation.

ROADWAY.					State or Territory.
Track.		Failure to construct and maintain fences.	Failure to maintain overhead guards.	Penalties peculiar to a few States.	
Failure to fill or block frogs, switches, etc.	Failure to use approved or safety switches.				
					Alabama.
					Alaska.
					Arizona.
					Arkansas.
					California.
					Colorado.
		\$100 per mo. (3507)	\$50 per mo. (3502)	Refusal to place guard rails on bridges,* \$25 per day (3428); refusal to alter highway too near to railroad,* \$100 (3496). do.	Connecticut.
		do	do		Delaware.
					Dist. of Columbia.
		Double damages (4069).			Florida.
		Double damages for stock killed (98).		Failure to keep and publish record of stock killed, where road is unfenced, 0-\$1,000 (175). do.	Georgia.
		do			Idaho.
		\$10-200 (100)			Illinois.
		\$10-200 (100)			Indiana.
					Indian Territory.
		\$500 per 30 days (2058).			Iowa.
		do.			Kansas.
					Kentucky.
\$100-500 (793)		\$1 per day on company or on owner; each must construct one-half (1791; 1797). do.			Louisiana.
\$100-500 (793)					

TABLE XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

		ROADWAY.					
		Right of way.				Track.	
State or Territory.	Year.	Failure to keep way clear of combustibles.	Failure to keep way clear of noxious weeds.	Failure to plow fire guards along right of way.	Failure to maintain culverts and drains.	Failure to connect tracks at railroad crossing.	Using more than legal number of switching tracks across public road.
Maine	1890						
	1902						
Maryland							
Massachusetts	1890						
	1894						
	1902						
Michigan	1890		\$25 (3444)				
	1897				\$10 per day (4334)		
	1902		\$25 (5708)		do.		
Minnesota	1890		\$5-50 (6897)			First offense, \$2,500-5,000; second, \$5,000-10,000 (390).	
	1895	0-\$100 (476)					
	1902	0-\$100 (476)	\$5-50 (6897)			do.	
Mississippi	1890						
	1892						\$100 per day (39)
	1898						
	1902						do.
Missouri	1890	0-\$500 (2614)	\$10 (8415)		Cost of construction (2614).		
	1899					\$25 per day (1218).	
	1902	0-\$500 (1110)	\$10 (10217)		do. (1110)	do.	
Montana	1890						
	1891						
	1902						
Nebraska	1890						
	1893					\$50-500 per day (ch. 11 S. L. '93).	
	1902					do. ¹	
Nevada							
New Hampshire	1890						
	1902						
New Jersey	1890						
	1902						
New Mexico	1890			\$200 per mile (3905).		\$500 (3918)	
	1902			do.		\$500 (3918)	
New York	1890	\$100 (472)	\$3 per day to person doing so (470).				
	1891						
	1896						
	1902	\$100 (200)	do.				

¹ Law of which this is a part declared void in 1896, by 46 Nebr., 682.

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

ROADWAY.					State or Territory.
Track.		Failure to construct and maintain fences.	Failure to maintain overhead guards.	Penalties peculiar to a few States.	
Failure to fill or block frogs, switches, etc.	Failure to use approved or safety switches.				
\$100-500 ([4])		\$100 (37)	\$50 per month (32)		Maine.
\$100-500 ([4])		\$100 (37)	do.		
					Maryland.
\$100-1,000 ††(86-120)	\$200 and \$5 per day (159).	\$200 per month (115).	\$50 per month (160).	Failure to provide drawbridge with adequate signals, \$100 per day (151). Failure to block frogs, etc., according to method prescribed by commission, \$10-100 (41). do.	Massachusetts.
\$100-1,000 ††(86-120)	do.	do.	do.		
\$100-1,000 (Sup. 3397a).		\$500, and \$500 per week * (3312); \$25 per day (Sup. 3377).	\$50-100, and same each 20 days (3439).	Failure to make repairs to track, *\$100 per day (3298). Failure to restore street or stream to former condition, after constructing upon same, \$5-25 per day (Sup. 3384a).	Michigan.
\$100-1,000 (6313)		do. (5233; 6294)	do. (5515)	do. (5217; 6301).	
\$500-2,000 (2682)				Employees failing to report fire along right of way, or railroad failing to send all help possible to extinguish same, \$5-50 on employee, and 0-\$100 on company (476).	Minnesota.
\$500-2,000 (2682)				do.	
			\$100 per mo. (3553)		Mississippi.
			do.	Failure of railroads within 1 mile of each other to connect tracks,* \$100 per day (96). do.	
		Double damages (2611).		Failure to make repairs to track and bridges,* \$1,000 per day (2685).	Missouri.
		do. (1106)		do. (1205).	
		Double damages for stock killed (267). do.			Montana.
					Nebraska.
					Nevada.
			\$50 per mo. (450) do.		New Hampshire.
				Failure to keep proper lights on draw of bridge or to open draw to permit passage of vessels, \$100 (61). do.	New Jersey.
				Railroad within 3 miles of county seat, failing to build and operate line to it, \$500 (3918). do.	New Mexico.
	\$100, and \$5 per day (472).		\$100 per 30 days (473).	Failure to help extinguish fire near right of way, \$100 (472); failure to place guard posts on bridge trusses, \$1,000, and \$100 per day (476).	New York.
	\$100, and \$10 per day (R 49-1).		\$100, and \$10 per day (R 49-2).	Failure to place guard posts on bridge trusses, \$100, and \$10 per day (R 49-3); failure to light and ventilate tunnels,* \$1,000 and \$500 per day.	
	do.		do.	Failure to erect guard posts on bridge trusses, \$500 (313). do.	

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	ROADWAY.					Track.	
		Right of way.				Failure to connect tracks at railroad crossing.	Using more than legal number of switching tracks across public road.	
		Failure to keep way clear of combustibles.	Failure to keep way clear of noxious weeds.	Failure to plow fireguards along right of way.	Failure to maintain culverts and drains.			
North Carolina	1890				\$20-50 each 10 days (85-211).			
	1902				do.			
North Dakota	1890					First offense, \$2,500 - 5,000; second, \$5,000-10,000 (3039).		
	1893					\$100 per day* (3067).		
	1902					do.		
Ohio	1890				Cost of construction by order of court included in taxes (3343-6).			
	1898							
	1902				do.			
Oklahoma								
Oregon								
Pennsylvania								
Rhode Island	1890							
	1894							
	1902							
South Carolina	1890							
	1897							
	1902				\$20-50 (1006)	\$500-2,000* (455); \$25 per day* (388)		
South Dakota	1890					\$1,000-10,000 per day (89-110).		
	1897					\$25 per day* (110)		
	1902					do.		
Tennessee								
Texas								
Utah								
Vermont	1890							
	1902							
Virginia								
Washington	1890							
	1899							
	1902							
West Virginia								
Wisconsin	1890							
	1895							
	1902	\$100 (1816a)	\$100 (1816a)					
Wyoming	1890			\$100 per mile, each side (194a).				
	1902			do.				

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

ROADWAY.					State or Territory.
Track.		Failure to construct and maintain fences.	Failure to maintain overhead guards.	Penalties peculiar to a few States.	
Failure to fill or block frogs, switches, etc.	Failure to use approved or safety switches.				
					North Carolina.
		Cost of construction by property owner (2380).			North Dakota
		do.			
\$100-1,000 (9823)		Cost of construction by property owner (3325) 0-\$50 per day (3331).		Failure to make repairs to tracks, bridges, etc.* \$100 per day (247); allowing overhead structure less than 21 feet above rails, \$100-1,000 per day on responsible person (3337-19).	Ohio.
				Failure to maintain telegraph or telephone system along line, forfeiture; and charging for transportation unless such is maintained, \$100-500, or 30-90 days, or both, on officer or agent (3354-5).	
\$100-1,000 (9823)		do.		do.	Oklahoma.
					Oregon.
					Pennsylvania.
					Rhode Island.
\$100-1,000 (606)					
\$100-1,000 (606)					South Carolina.
					South Dakota.
				Failure to make repairs to bridges*, \$500-5,000 (110).	
				do.	Tennessee.
					Texas.
					Utah.
\$50 per day (3887)			\$50 per day (3887)		Vermont.
do.			do.		Virginia.
				Refusal to allow telegraph or telephone to be constructed along line, \$1,000-5,000, and \$100 per day (1265).	Washington.
\$500-2,000 (49)				do. (4373).	
\$500-2,000 (49)					West Virginia.
\$50-500 (1809b)		Cost of construction by owner of land (1812); \$10 for each locomotive run (1813).		Failure to keep turntables locked, \$25 (1807); failure to clear roadway of trees, etc., near crossings, \$100 (1814a).	Wisconsin.
\$50-500 (1809b)		do.		do.	Wyoming.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	CROSSINGS.				
		Construction and maintenance.		Provisions for public safety.		
		Failure to construct and maintain highway crossings and approaches.	Failure to construct and maintain private crossings and approaches.	Failure to place gates, electric signals, or flagman at highway crossing.	Failure to maintain warning boards at highway crossing.	Failure to maintain cattle guards at highway or private crossing.
Alabama						
Alaska						
Arizona	1890					
	1901	\$100 (870)				
	1902	\$100 (870)				
Arkansas	1890					
	1893					\$25-200 (6239)
	1902					\$25-200 (6239)
California						
Colorado						
Connecticut	1890			\$50 per day (3424)		
	1897		\$5 per day (906).	do.		
	1902		do.	do.		
Delaware	1890					
	1899			\$100-500 (482)	\$100-500 (482)	
	1902			\$100-500 (482)	\$100-500 (482)	
Dist. of Columbia	1890	\$100-200 (180); \$50 (181)				
	1902	\$100-200 (180); \$50 (181)				
Florida	1890				\$50 (2265)	
	1891					Double damages (4069).
	1899		Double damages for stock killed (98).			Double damages for stock killed (98).
	1902		do.		\$50 (2265)	do.
Georgia	1890					\$25 per day (2244)
	1902					do.
Idaho						
Illinois	1890	\$100 (74)		\$100 per day (99)	\$10-200 (100)	\$10-200 (100)
	1899			do.	\$10-200 (100)	\$10-200 (100)
	1902	\$100 (74)		do.	\$10-200 (100)	\$10-200 (100)
Indiana	1890					
	1891			\$100-1,000 (5334)		
	1895	\$20-50 (5314)				
	1897					
	1902	\$20-50 (5314)		\$100-1,000 (5334)		
Indian Territory						
Iowa						
Kansas	1890					
	1898					
	1901					
	1902					
Kentucky	1890					
	1893			\$100-500 * (793)	\$100-500 (793)	
	1902			\$100-500 * (793)	\$100-500 (793)	
Louisiana						
Maine	1890			\$500 (35)	\$500 (35)	
	1902			\$500 (35)	\$500 (35)	
Maryland	1890			\$25 per day (195)		
	1902			do.		
Massachusetts	1890			0-\$1,000 (168)	0-\$1,000 (168)	\$200 per mo. (115)
	1892		\$5 per day * (171).			
	1902		do.	0-\$1,000 (168)	0-\$1,000 (168)	do.

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

CROSSINGS.				State or Territory.
Provisions for public safety.	Separation of grades.		Penalties peculiar to a few States.	
Failure to construct and maintain interlocking devices.	Refusal to separate grades at railroad or highway crossing.	Unlawfully constructing railroad crossing at grade.		
				Alabama.
				Alaska.
				Arizona.
			Making grade of highway at crossing more than 1 to 5, or failure to keep overhead bridge in good condition, \$100-2,000, and \$5 per day (6268).	Arkansas.
			do.	
				California.
				Colorado.
		\$100 per mo. (3485).	Failure to make alteration in highway when crossing with railroad.* \$100 per mo. (3485).	Connecticut.
		do.	do.	
				Delaware.
				Dist. of Columbia.
				Florida.
				Georgia.
				Idaho.
				Illinois.
\$200 a week * (99-215) do. (215).				
				Indiana.
\$500 per week (5308) do.				
				Indian Territory.
				Iowa.
		Triple damages (69-33).	Constructing railroad crossing except in place and manner determined by commission, triple damages (69-33).	Kansas.
		Repealed (91)	Repealed (91).	
			Same offense, triple damages and \$100 per day (522).	
			do.	
				Kentucky.
				Louisiana.
				Maine.
	\$25 per day (195) do.			Maryland.
				Massachusetts.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	CROSSINGS.				
		Construction and maintenance.		Provisions for public safety.		
		Failure to construct and maintain highway crossings and approaches.	Failure to construct and maintain private crossings and approaches.	Failure to place gates, electric signals, or flagman at highway crossing.	Failure to maintain warning boards at highway crossing.	Failure to maintain cattle guards at highway or private crossing.
Michigan.....	1890		\$10 per day* (Sup. 3377).	\$100, and \$10 per day (3301).		\$25 per day (Sup. 3377).
	1897			\$10 per day* (5503).		
	1902		do. (6294).	do. (5222; 5503)		do. (6294).
Minnesota.....	1890	\$30, and \$10 per day (2690).				
	1902	do.				
Mississippi.....	1890		\$250 (3561)	\$500* (4329)	\$50 per day (3552)	\$250 (3561)
	1902		\$250 (3561)	\$500* (4329)	do.	\$250 (3561)
Missouri.....	1890	Double cost to local officers (2609).	Double damages (2611).		Double cost of construction by local officers (2609).	Double damages (2611).
	1902	do. (1103).	do. (1105)		do. (1103)	do. (1105).
Montana.....	1890	\$100-500 (148)				
	1893	\$100-500 (959)				
	1902	\$100-500 (959)				
Nebraska.....						
Nevada.....						
New Hampshire...	1890		\$25 per mo. * (450)			\$25 per mo. * (450)
	1893					
	1902		do.			do.
New Jersey.....	1890				\$100 (119)	
	1902				\$100 (119)	
New Mexico.....						
New York.....						
North Carolina....	1890		Fine, in discretion of court (1795).			Fine, in discretion of court (1795).
	1902		do.			do.
North Dakota.....	1890	\$25-100 (3002)				
	1902	\$25-100 (3002)				
Ohio.....	1890	Cost of construction by anyone (3325); 0-\$50 per day (3331).	Cost of construction by property owner (3328).	\$100, and \$10 per day (247a).		Cost of construction by anyone (3325); 0-\$50 per day (3331).
	1891	\$30, and \$10 per day (3337-6, 7).		do.		
	1894			do.		
	1896			do.		
	1902	do.	do.	do.		do.
Oklahoma.....						
Oregon.....						
Pennsylvania.....						
Rhode Island.....	1890	0-\$100 (606)		\$500 per day (606)	0-\$1,000 (599)	
	1893			\$25 per day* (607).		
	1895					
	1899			\$500 per day (ch. 701)		
	1902	0-\$100 (606)		do.	0-\$1,000 (599)	
South Carolina....	1890	\$1,000, or more (1735)			\$1,000, or more (1735)	\$100 (1730)
	1902	\$30-50 (1009)			do.	\$100 (1730)
South Dakota.....						
Tennessee.....	1890	\$10-100 (1594)				
	1902	\$10-100 (1594)				

CONCERNING PENALTIES—Continued.
tenance, and operation—Continued.

CROSSINGS.				
Provisions for public safety.	Separation of grades.		Penalties peculiar to a few States.	State or Territory.
Failure to construct and maintain interlocking devices.	Refusal to separate grades at railroad or highway crossing.	Unlawfully constructing railroad crossing at grade.		
\$600 and \$500 per week* (3312). do. (5233).				Michigan.
				Minnesota.
			Failure to keep nongrade crossing in good order, \$100 (3556). do.	Mississippi.
				Missouri.
				Montana.
				Nebraska.
				Nevada.
	\$100 per mo., when ordered by town; \$1,000 when ordered by court (449).	0-\$1,000 (448)		New Hampshire.
	do.	0-\$1,000 (448)	Failure to raise bridge over tracks, \$50 per day (82). do.	New Jersey.
				New Mexico.
				New York.
				North Carolina.
				North Dakota.
			Failure of gateman to perform duty, \$25 (247b).	Ohio.
\$500 per week* (247e). do.			do.	Oklahoma.
				Oregon.
				Pennsylvania.
				Rhode Island.
			Failure to adopt precautionary measures at grade highway crossings,* 0-\$1,000 (509). do.	
			Failure to maintain bridges, etc., at nongrade crossing, \$1,000 or more (1735). do.	South Carolina.
				South Dakota.
				Tennessee.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

		CROSSINGS.				
State or Territory.	Year.	Construction and maintenance.			Provisions for public safety.	
		Failure to construct and maintain highway crossings and approaches.	Failure to construct and maintain private crossings and approaches.	Failure to place gates, electric signals, or flagman at highway crossing.	Failure to maintain warning boards at highway crossing.	Failure to maintain cattle guards at highway or private crossing.
Texas	1890	\$500 per mo. (4170a);				
		\$10 per week (4170b).				
	1901					
	1902	do.				
Utah						
Vermont	1890				0-\$1,000 (3850)	
	1902				0-\$1,000 (3850)	
Virginia	1890					
	1894		\$5 per day (1092).			
	1902		do.			
Washington	1890					
	1893		\$250 (4332)			
	1902		\$250 (4332)			
West Virginia	1890				\$5 per week (537)	
	1902				do.	
Wisconsin	1890		Cost of construction by owner of land (1812): \$10 per locomotive run (1813).			Cost of construction by owner of land (1812): \$10 per locomotive run (1813).
	1902		do.			do.
Wyoming						

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

CROSSINGS.				State or Territory.
Provisions for public safety.	Separation of grades.		Penalties peculiar to a few States.	
Failure to construct and maintain interlocking devices.	Refusal to separate grades at railroad or highway crossing.	Unlawfully constructing railroad crossing at grade.		
				Texas.
\$500 per week * (255)			Constructing railroad crossing, except in place and manner prescribed by commission, \$500 per week (255).	
do			do.	
				Utah.
				Vermont.
				Virginia.
				Washington.
				West Virginia
				Wisconsin.
				Wyoming.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

		TRAINS.							
		Equipment.							
State or Territory.	Year.	Making up freight cars behind passenger cars.	Failure to equip cars with automatic or safety couplers.	Failure to use train brakes.	Failure to equip cars with brakes.	Failure to provide drinking water in passenger cars.	Failure to observe regulations concerning the heating of passenger cars.	Failure to properly light passenger cars.	Using oil igniting at less than 300° to light passenger cars.
Alabama									
Alaska									
Arizona	1890	0-\$300, or 0-6 mos., or both, on responsible person, or 0-5 yrs., if personal injury results (P. C. 631).							
	1902	do							
Arkansas	1890								
	1902								
California	1890	0-5 yrs. (IV, 392).							
	1902	do							
Colorado	1890								
	1902								
Connecticut	1890		\$50 (3539)						
	1902		\$50 (3539)						
Delaware	1890								
	1899			\$100-500 (482)					\$100-500 (482)
	1902			\$100-500 (482)					\$100-500 (482)
Dist. of Columbia									
Florida	1890								
	1902								
Georgia	1890					0-\$1,000 on company (P. C. 522); 0-\$1,000, or 0-1 yr., or both, on conductor (P. C. 523).		0-\$1,000 on company (P. C. 522); 0-\$1,000, or 0-1 yr., or both, on conductor (P. C. 523).	0-\$1,000, or 0-1 yr., or both, on officer or agent (P. C. 514).
	1902					do		do	do
Idaho	1890	0-\$300, or 0-6 mos., or both, on responsible person; or 0-\$5,000, or 0-5 yrs., if injury results (6925).							
	1902	do							
Illinois	1890	\$10-200 (100)	\$25-50 (98)						
	1902	\$10-200 (100)	\$25-50 (98)						

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

TRAINS.								State or Territory.
Equipment.				Running.				
Failure to equip passenger cars with tools, etc.	Failure to equip locomotives with spark arresters.	Failure to equip passenger trains with bell-cord or other signal to engine.	Failure to equip passenger trains with flexible bridges between cars.	Failure to provide required number of brakemen on trains.	Failure to run trains according to schedule.	Failure to stop trains before railroad crossings not protected by interlocking devices.	Failure to sound bell or whistle near highway crossing.	
								Alabama.
								Alaska.
							\$100 on company (322), and 0-\$300, or 0-6 mos., or both, on engineer (P. C. 629).	Arizona.
							do.	
							\$200 (6196) \$200 (6196)	Arkansas.
					\$250 (2170)		\$100, on company (486), and 0-\$500, or 0-6 mos., or both, on engineer (IV, 390).	California.
					\$250 (2170)		do.	
						\$50-200, on engineer (3701). do.		Colorado.
						0-\$100, or 0-3 mos., on engineer (3560). do.		Connecticut.
							First offense, \$20; second, \$40; subsequent, 0-\$100 (987). do.	Delaware.
								Dist. of Columbia.
						\$50 on company (2265); also 0-\$1,000, or 0-1 yr., on conductor or engineer (2285). do.		Florida.
						0-\$1,000, or 0-1 yr., or both, on engineer (P. C. 515).	0-\$1,000, or 0-1 yr., or both, on engineer (2224).	Georgia.
						do.	do.	
							\$100 on company (2683); 0-\$300, or 0-6 mos., or both, on engineer, (6923). do.	Idaho.
\$10-200 (100)				\$100-500 (91)		\$200 on company, and \$200 on engineer (87 S. & C., 442).	\$10-200 (100)	Illinois.
\$10-200 (100)				\$100-500 (91)		do. (76)	\$10-200 (100)	

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	TRAINS.						
		Making up freight cars behind passenger cars.	Equipment					Using oil igniting at less than 300° to light passenger cars.
			Failure to equip cars with automatic or safety couplers.	Failure to use train brakes.	Failure to equip cars with brakes.	Failure to provide drinking water in passenger cars.	Failure to observe regulations concerning the heating of passenger cars.	Failure to properly light passenger cars.
Indiana	1890							\$20-500 (7349)
	1897							do
	1902							
Indian Territory ..								
Iowa	1890		\$500-1,000 (2083)	\$500-1,000 (2083)				
	1902		\$500-1,000 (2083)	\$500-1,000 (2083)				
Kansas	1890							
	1902							
Kentucky	1890							
	1893			\$100-500 (793)				\$100-500 (793)
	1902			\$100-500 (793)				\$100-500 (793)
Louisiana								
Maine	1890					0-\$500 ([2])		0-\$500 ([2])
	1902					0-\$500 ([2])		0-\$500 ([2])
Maryland	1890					\$1,000 and \$100 per day (27-151).		
	1902					do		
Massachusetts	1890				\$100 (170)	0-\$500 (87-362; also 91-249)		0-\$500 (172)
	1895		\$100 (362)	\$100 (362)				
	1902		\$100 (362)	\$100 (362)	\$100 (170)	0-\$500 (87-362; also 91-249)		0-\$500 (172)
Michigan	1890	0-\$250, or 0-1 yr., or both, on responsible person (3873; 9261).	\$100, or more (Sup. 3439b).		\$100 (Sup. 3363).	\$100 (3434d)		
	1902	do. (6290; 11331).	do. (5512)		\$100 (6280)	\$100 (5510)		
Minnesota	1890							
	1893							
	1895							
	1902							
Mississippi	1890		\$500 (4329)					
	1902		\$500 (4329)					

tenance, and operation—Continued.

TRAINS.								State or Territory.
Equipment.				Failure to provide required number of brakemen on trains.	Running.			
Failure to equip passenger cars with tools, etc.	Failure to equip locomotives with spark arresters.	Failure to equip passenger trains with bell-cord or other signal to engine.	Failure to equip passenger trains with flexible bridges between cars.		Failure to run trains according to schedule.	Failure to stop trains before railroad crossings not protected by interlocking devices.	Failure to sound bell or whistle near highway crossing.	
\$10-100 on company, and on conductor or engineer (2328).					\$100-1,000, and 3 mos.-1 yr., on engineer (2329).	\$10-50 on engineer (2335; 546A).	Indiana.	
do.					See 5304-7.	do.	Indian Territory.	
					\$200 on company, and \$100 on engineer (2073).	\$100 on engineer (2072).	Iowa.	
					do.	do.		
						0-\$20 (70-7) 0-\$20 (70-7)	Kansas.	
	0-\$200 (1017) \$100-500 (793) \$100-500 (793)				\$100-500 (793)	\$100-500 (793)	Kentucky.	
					\$100-500 (793)	\$100-500 (793)		
							Louisiana.	
					\$200 on company, \$100 on engineer (76, and see [5]).	\$500 (35)	Maine.	
					do.	\$500 (35)		
				\$20-100 on person responsible (179). do.			Maryland.	
\$500 (171)				\$100 (170)	\$300 on company, \$100 on engineer (161).		Massachusetts.	
\$500 (171)				\$100 (170)	do.			
\$50 per train (3434).					\$100, on engineer (sup. 3376).		Michigan.	
do. (5506)					do. (6293).			
0-\$1,000 on company and on responsible person (402).					\$20-100 on company and on responsible person (2706).	0-\$100, or 0-3 mos., on engineer (6637).	Minnesota.	
				\$20-100 on company and on responsible person (2706).				
do.	0-\$100 (476) 0-\$100 (476)			do.	do.	do.		
					\$25-1,000, or 0-1 yr., or both (1278; and see 96-75).	\$50 (3551)	Mississippi.	
					do.	\$50 (3551)		

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	TRAINS.						
		Equipment.						
		Making up freight cars behind passenger cars.	Failure to equip cars with automatic or safety couplers.	Failure to use train brakes.	Failure to equip cars with brakes.	Failure to provide drinking water in passenger cars.	Failure to observe regulations concerning the heating of passenger cars.	Failure to properly light passenger cars.
Missouri.....	1890	0-\$200, or 0-6 mos., or both, on officer or agent, and conductor (2607).						
	1902	do. (1101)						
Montana.....	1890							First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700).
	1895	0-\$500, or 0-6 mos., or both, or 5 yrs., on responsible person (IV, 691).						do. (908)
	1902	do.						do.
Nebraska.....	1890							
	1891		\$500-1,000 (16-104k)	\$500-1,000 (16-104k)				
	1902		\$500-1,000 (16-104k)	\$500-1,000 (16-104k)				
Nevada.....	1890	\$500, on company; 0-\$500, or 0-3 mos., or both, on officer or agent; or 3-10 yrs. (881).						
	1891	Repealed (26).						
	1902							
New Hampshire...	1890					0-\$500 (453)		
	1902					0-\$500 (453)		
New Jersey.....	1890							
	1902							
New Mexico.....	1890	0-\$500, or 0-3 mos., or both; or 1-5 yrs., on officer or agent (3864).						
	1902	do.						
New York.....	1890	0-\$500, or 0-1 yr., or both, on responsible person (493).	\$100-500 (473; 475)	\$100 (474)		\$25 (384)	\$1,000 and \$100 per day (476).	\$300, or 0-6 mos. (476).
	1891		\$100 and \$10 per day (R 49-4).	\$100 and \$10 per day (R 49-5).		\$25 (R 49-7)	\$100 and \$100 per day (R 51).	
	1893		See 208.	\$100 (206).				
	1896		\$500 (313)					do. (217).
	1902	do. (312)	\$500 (313)	\$100 (206)		\$25 (R 49-7)	do.	do.
North Carolina...	1890	Fine, and 4-10 yrs., on responsible person (1971).						
	1902	do.						

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

TRAINS.								State or Territory.
Equipment.				Running.				
Failure to equip passenger cars with tools, etc.	Failure to equip locomotives with spark arresters.	Failure to equip passenger trains with bell-cord or other signal to engine.	Failure to equip passenger trains with flexible bridges between cars.	Failure to provide required number of brakemen on trains.	Failure to run trains according to schedule.	Failure to stop trains before railroad crossings not protected by interlocking devices.	Failure to sound bell or whistle near highway crossing.	
							\$20 (2608)	Missouri.
							\$20 (1102)	
						First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700). do. (908)	First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700). Above penalty (908); also 0-\$500, or 0-6 mos., or both, on engineer (IV, 689).	Montana.
						do.	do.	
						\$200 on company; \$100 on engineer (16-104c).	\$50 (16-104)	Nebraska.
						do.	\$50 (16-104)	
							\$100 (875)	Nevada.
							\$100 (875)	
						\$200 on company, and \$100 on engineer (448). do.		New Hampshire.
	\$100 (128)	\$500 (207)					\$20 (29); \$100 (119)	New Jersey.
	\$100 (128)	\$500 (207)					\$20 (29); \$100 (119)	
							\$100 (3859)	New Mexico.
							\$100 (3859)	
\$100 (474)			0-\$500, or 0-1 yr., or both, on officers, and on company (493).			\$500 on company, and \$100 on engineer (473).	0-\$500, or 0-1 yr., or both, on engineer (493).	New York.
\$100 and \$10 per day* (R 49-6).						do. (R 36).		
do.			do. (312)			do.	do. (312).	
								North Carolina.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	TRAINS.							
		Equipment.							
		Making up freight cars behind passenger cars.	Failure to equip cars with automatic or safety couplers.	Failure to use train brakes.	Failure to equip cars with brakes.	Failure to provide drinking water in passenger cars.	Failure to observe regulations concerning the heating of passenger cars.	Failure to properly light passenger cars.	Using oil igniting at less than 300° to light passenger cars.
North Dakota	1890								
	1895								
	1902								
Ohio	1890						\$100-500 (3354)		\$100-500 (3354)
	1893		\$1,000-5,000 (3365-27)	\$1,000-5,000 (3365-27)					
	1902		\$1,000-5,000 (3365-27)	\$1,000-5,000 (3365-27)			\$100-500 (3354)		\$100-500 (3354)
Oklahoma	1893								
	1902								
Oregon									
Pennsylvania									
Rhode Island	1890	\$500 (600)		\$100 per car (600)		\$25 (601)	\$100 per day (601).		\$100 (601)
	1902	\$500 (600)		do		\$25 (72)	do		\$100 (601)
South Carolina	1890	\$1,000, or more, on company (1735); \$200, or more, on agent (1739).			\$1,000, or more (1735)		0-\$500 (1683)		0-\$500 (1683)
	1902	do			do		0-\$500 (1683)		0-\$500 (1683)
South Dakota	1890								
	1897								
	1902								
Tennessee	1890					\$100 (3072)	\$100 (3072)	\$100 (3072)	
	1902					\$100 (3072)	\$100 (3072)	\$100 (3072)	
Texas	1890					\$100 (4234)			
	1902					\$100 (4234)			
Utah	1890	\$500 on company, 0-\$500, or 0-12 mos., or both, on agent, etc., and 1-10 yrs. if accident results (2352).							
	1898	0-\$300, or 0-6 mos., on agent, etc., and 0-5 yrs. if injury results (4293).							
	1902	do							

tenance, and operation—Continued.

TRAINS.								State or Territory.
Equipment.				Running.				
Failure to equip passenger cars with tools, etc.	Failure to equip locomotives with spark arresters.	Failure to equip passenger trains with bell-cord or othersignal to engine.	Failure to equip passenger trains with flexible bridges between cars.	Failure to provide required number of brakemen on trains.	Failure to run trains according to schedule.	Failure to stop trains before railroad crossings not protected by interlocking devices.	Failure to sound bell or whistle near highway crossing.	
				\$50 (2968) \$50 (2968)			0-\$50, or 0-60 days, on engineer (7319); \$50 on company (2976). do.	North Dakota.
	0-\$100 (9819)		\$100 per day (3348).			\$100 on engineer (3335); 0-\$100, or 0-30 days; if injury results, 0-\$500, or 1-20 mos.; if death results, 1-20 yrs. (6970).	\$50-100 (3337)	Ohio.
	0-\$100 (9819)		do	\$25 on responsible person (H. B. 1100).		do	\$50-100 (3337)	
							0-\$50, or 0-60 days, on engineer (2274). do.	Oklahoma.
								Oregon.
								Pennsylvania.
\$100 (601)						\$300 on company, and \$100 on engineer (599). do	0-\$1,000 (598)	Rhode Island.
\$100 (601)							do.	
\$1,000, or more (1735).				\$1,000, or more (1735).		\$1,000, or more, on company (1735); \$200, or more, on employee (1739).	\$1,000, or more (1735).	South Carolina.
do				do		do	do.	
							\$50 on company (3016); 0-\$50, or 0-60 days, on engineer (6664). do.	South Dakota.
						\$25 per day* (110). do		
		\$50-200 on conductor (1583). do				\$50-100, or 1-6 mos., or both, on person responsible (1582). do.		Tennessee.
				0-\$100 (4234) 0-\$100 (4234)		\$5-100 (4232) \$5-100 (4232)	\$5-100 (4232) \$5-100 (4232)	Texas.
						0-\$300, or more, or 0-6 mos., or both, on engineer (2350).	0-\$300, or more, or 0-6 mos., or both, on engineer (4579).	Utah.
						do. (447)	do. (4291)	
						do	do.	

Table XI.—STATUTORY PROVISIONS
C.—Relative to construction, main-

State or Territory.	Year.	TRAINS.						
		Making up freight cars behind passenger cars.	Equipment.					Using oil igniting at less than 300° to light passenger cars.
			Failure to equip cars with automatic or safety couplers.	Failure to use train brakes.	Failure to equip cars with brakes.	Failure to provide drinking water in passenger cars.	Failure to observe regulations concerning the heating of passenger cars.	
Vermont	1890			\$50 (3911)			\$50 (3911)	
	1902			\$50 (3911)			\$50 (3911)	
Virginia	1890							
	1894							
	1902							
Washington								
West Virginia	1890							
	1902							
Wisconsin	1890							0-\$100, or 0-6 mos., on responsible person (4393).
	1895 1902							do
Wyoming								

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

TRAINS.								
Equipment.					Running.			State or Territory.
Failure to equip passenger cars with tools, etc.	Failure to equip locomotives with spark arresters.	Failure to equip passenger trains with bell-cord or othersignal to engine.	Failure to equip passenger trains with flexible bridges between cars.	Failure to provide required number of brakemen on trains.	Failure to run trains according to schedule.	Failure to stop trains before railroad crossings not protected by interlocking devices.	Failure to sound bell or whistle near highway crossing.	
		\$50 (3911)				\$300 on company, and \$100 on engineer (3869).	0-\$1,000 (3850)	Vermont.
		\$50 (3911)				do	0-\$1,000 (3850)	
	\$10 (1264)						0-\$50 (1264a)	Virginia.
	\$10 (1264)						0-\$50 (1264a)	
								Washington.
							\$100 (536)	West Virginia.
							\$100 (536)	
\$25 per day (1807).						0-\$100, or 0-6 mos., on responsible person (4392).	0-\$100, or 0-6 mos., on responsible person (4392.)	Wisconsin.
	\$100 (1816a)					do	do.	
do	\$100 (1816a)							Wyoming.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	TRAINS—continued.				
		Running—Continued.				
		Exceeding allowed speed in cities.	Exceeding allowed speed at highway or railroad cross- ings.	Allowing trains, cars, etc., to obstruct highways.	Failure to make announcement of stations in each car.	Running trains over new track without permission of commission.
Alabama	1890					
	1897					
	1899					
	1902					
Alaska						
Arizona	1890					
	1895					
	1902					0-\$300, or 0-3 mos., or both, on sec- tion foreman (31) do.
Arkansas	1890					
	1893					
	1902					
California	1890					
	1901			\$25 (455)		
	1902			\$25 (455)		
Colorado	1890					
	1893					0-\$50, on section foreman (3713d).
	1902					do.
Connecticut	1890		\$50 per day (3498).	\$50, to person ag- grieved (2692).		
	1893			Also \$10, to State (402).		
	1902		do.	do.		
Delaware						
Dist. of Columbia	1890			\$100-200 (180); \$25 (181)		
	1902			\$100-200 (180); \$25 (181)		
Florida	1890					
	1891					
	1893					\$5-25, on employ- ees (122, and see 95-187).
	1899					
	1902					do.
Georgia	1890					
	1902					
Idaho						
Illinois	1890	\$50-200 (87)		\$10-100, on company, and same on con- ductor or engineer (78).		
	1902	\$50-200 (87)		do.		

CONCERNING PENALTIES—Continued

tenance, and operation—Continued.

TRAINS—continued.

Character of service.					Penalties peculiar to a few States.	State or Territory.
Failure to stop trains at required points.	Failure to run required number of trains each day.	Failure to observe regulations respecting Sunday trains.	Failure to make good connections at railroad crossings.	Failure to provide equal but separate accommodations for negroes and whites.		
\$25-100 (3458) \$25-500 on conductor; also on agent refusing to sell ticket (3458). 0-\$500, on conductor; also \$25-500 on agent refusing to sell ticket (155) do.						Alabama.
						Alaska.
						Arizona.
\$100 per day (6292)				\$100-500 per train (6227)		Arkansas.
do	\$50 per day (6287). do			do	Refusal to carry passengers on local freights, \$50 per day (6287). do.	
						California
						Colorado.
		\$250 (3525)	\$50 per day (3529; 89-72)		Passing switch without signal, 0-\$100, or 0-60 days, on engineer (3564).	Connecticut
		\$250 (3525)	do		do.	
						Delaware.
						Dist. of Columbia.
				\$500, on company or on conductor (2268).	Gross carelessness in transporting passengers, 0-\$500 (2692).	Florida.
					Refusal to stop at any station to let off physician desiring to reach patient, \$100-1,000, on conductor (113).	
				do	Failure to furnish "good, prompt, and abundant service."* 0-\$5,000 (81). do.	
		0-\$1,000, or 0-1-yr., or both, on officer or agent (P. C. 420). do.				Georgia.
\$100-500 (91)					Failure to stop trains a sufficient time at stations, \$100-500 (91).	Idaho.
\$100-500 (91)					do.	Illinois

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

		TRAINS—continued.					
		Running—Continued.					
State or Territory.	Year.	Exceeding allowed speed in cities.	Exceeding allowed speed at highway or railroad cross- ings.	Allowing trains, cars, etc., to obstruct highways.	Failure to make announcement of stations in each car.	Running trains over new track without permission of commission.	Failure to report and post descrip- tion of stock killed by trains.
Indiana	1890			\$3-20 (2327); \$5-50 (2333)			
	1893			See S. L., 296			
	1902			See S. L., 296			
Indian Territory							
Iowa	1890						
	1902						
Kansas	1890						
	1893						
	1897			\$50-300, or 0-90 days, on employee (20-14)			
Kentucky	1902			do			
	1890						
	1893				\$10-20 (794)		
	1896						
Louisiana	1902				\$10-20 (794)		
Maine	1890			\$100 (75)		\$100 ([1])	
	1902			\$100 (75)		\$100 ([1])	
Maryland							
Massachusetts	1890			\$100 (169; also 95-173)			
Michigan	1902			\$100 (169; also 95-173)			
Minnesota	1890			\$25 (Sup. 3384)	\$100 (8326)		
Mississippi	1902			\$25 (6300)	\$100 (6237)		
Mississippi	1890	\$100 (3546)		\$50, on company (3551); \$100-1,000, or 1 yr., or both, on responsi- ble person (1274).			
	1892			\$100 per day (39).			
	1896	R. (76)					
	1902			do			

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

TRAINS—continued.					
Character of service.					State or Territory.
Failure to stop trains at required points.	Failure to run required number of trains each day.	Failure to observe regulations respecting Sunday trains.	Failure to make good connections at railroad crossings.	Failure to provide equal but separate accommodations for negroes and whites.	
					Penalties peculiar to a few States.
					Indiana.
					Stopping train on railroad crossing, \$100-1,000, and 3 mos.-1 yr., on engineer (2332). do.
					Indian Territory.
\$25 per day (2104) do.					Iowa.
					Kansas.
	\$10 per day (70-59) do.				
				\$500-1,500 (797)	Kentucky.
	\$300 or more, per day (18) do.			\$500-1,500 (797)	
				\$100-500 (762) \$100-500 (762)	Louisiana.
					Maine.
					Maryland.
					Massachusetts.
					Using untested locomotive, \$20 per day (73); failure to stop train before drawbridge if signals are not visible, \$100, on engineer (153); failure to furnish reasonable accommodations for safety and convenience of passengers, \$5-20 (177); requiring women or children to ride in smoking car, \$10-50 (176). Failure to equip passenger car with platform gates, \$100 (158).
	\$500 (Sup. 3357b) do (6270)				Michigan.
					Running train over defective track faster than allowed rate, *0-\$500, or 0-1 yr., or both (3298); failure to run engine at head of passenger train, 0-\$250, or 0-1 yr., or both, on responsible person (3373; 9261). do. (5219; 6290; 11331).
					Minnesota.
\$25-100, or 10 days-3 mos., on responsible person (2705). do.					Failure to keep doors of empty freight cars closed while hauling same, \$10-25 (651). do.
\$50 (3551)				\$20-500 (1276)	Mississippi.
\$50 (3551)				\$20-500 (1276)	

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

		TRAINS—continued.					
		Running—Continued.					
State or Territory.	Year.	Exceeding allowed speed in cities.	Exceeding allowed speed at highway or railroad cross- ings.	Allowing trains, cars, etc., to obstruct highways.	Failure to make announcement of stations in each car.	Running trains over new track without permission of commission.	Failure to report and post descrip- tion of stock killed by trains.
Missouri.....	1890						
	1899						
	1902						
Montana.....	1890	First offense, \$1,000; sec- ond, \$2,000; third, \$5,000- 10,000 (700).					
	1895	do. (908)					
	1902	do.					
Nebraska.....	1890						
	1902						
Nevada.....							
New Hampshire...	1890		\$50 (448)	\$50 (448)			
	1902		\$50 (448)	\$50 (448)			
New Jersey.....	1890						
	1902						
New Mexico.....							
New York.....	1890						
	1891			0-\$500, or 0-1 year, or both, on person re- sponsible (566).			
	1902			do.			
North Carolina....	1890						
	1891						
	1899						
	1902						
North Dakota....	1890						
	1893						
	1901						
	1902						
Ohio.....	1890			\$2-20 on company or on employee (4748).			
	1896						
	1902			do.			
Oklahoma.....							

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

TRAINS—continued.						
Character of service.					Penalties peculiar to a few States.	State or Territory.
Failure to stop trains at required points.	Failure to run required number of trains each day.	Failure to observe regulations respecting Sunday trains.	Failure to make good connections at railroad crossings.	Failure to provide equal but separate accommodations for negroes and whites.		
			\$100-1,000 per day (1214).		Failure to properly clean live-stock cars, \$50-500 (2669); running trains over defective tracks faster than allowed rate, 0-\$500, or 0-1 yr., or both; or 2-10 yrs. (2685).	Missouri.
			do.		do. (1166; 1205).	
					Running train over unsafe bridge, first offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700).	Montana.
					do. (908).	
					do.	
					Failure to keep cattle cars clean, 0-\$100 (C. C. 231a).	Nebraska.
					do.	
						Nevada.
\$100 per month (450); do.						New Hampshire.
					Failure to equip passenger cars with screens, bars, etc., over windows, \$200 (293).	New Jersey.
					do.	
						New Mexico.
					Failure to post copy of law conferring powers of police on conductors, etc., in passenger cars, \$5 per car (479).	New York.
					Stopping car or locomotive across railroad track, \$250 (R 36).	
					do.	
		\$500, or more, for each county entered by train (1973).				North Carolina.
			\$500-5,000 (286)	*\$50-2,000 (286)		
			\$500-5,000 (304)	\$100 per day (539)	Railroads failing to furnish first and second class train accommodations, \$100 per day (540).	
		do.	\$500-5,000 (304)	do.	do.	
						North Dakota.
	\$500 (2968)					
\$500 (169)						
\$500 (169)	\$500 (2968)					
\$25-100 on company or employee (3320).					Disobeying commissioner's order to stop, or lower speed of trains, until repairs are made, 0-\$500, or 0-1 yr., or both, on officer or employee (247); failure of conductor to eject or arrest objectionable passengers, \$5-25 (3434-6).	Ohio.
					Failure to equip passenger cars with fire extinguishers, \$25-100 per day (3354-f).	
do.					Failure to conform to order of inspector of couplers, etc., \$25-500, on officer, and \$25 per day on company (H. B. 311).	
						Oklahoma.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	TRAINS—continued.				
		Running—Continued.				
		Exceeding allowed speed in cities.	Exceeding allowed speed at highway or railroad cross- ings.	Allowing trains, cars, etc., to obstruct highways.	Failure to make announcement of stations in each car.	Running trains over new track without permission of commission.
Oregon	1890					\$50-200 (4027)
	1902					\$50-200 (4027)
Pennsylvania	1890			\$30 on company (92); \$25 on engineer or company (91). do.		
	1902					
Rhode Island	1890					
	1898			\$25-100 (606)		
	1902			\$25-100 (606)		
South Carolina	1890					\$1,000, or more (1735).
	1891					
	1896					
	1897					
	1898					
	1902					do.
South Dakota	1890					
	1893					
	1902					
Tennessee	1890				\$100 (3072)	
	1891					
	1902				\$100 (3072)	
Texas	1890					
	1891					
	1893					
	1902					
Utah	1890					0-\$50 on agent (100)
	1894					do. (69).
	1898					do.
	1902					
Vermont	1890			\$5-20, on company, or agents (3853); \$10-50, on engineer (3854). do.		
	1902					
Virginia	1890			\$5-20 (3858)		
	1902			\$5-20 (3858)		
Washington						
West Virginia	1890					
	1902					
Wisconsin	1890	\$50-100 (1809a)				
	1902	\$50-100 (1809a)				
Wyoming						

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

TRAINS—continued.						State or Territory.
Character of service.					Penalties peculiar to a few States.	
Failure to stop trains at required points.	Failure to run required number of trains each day.	Failure to observe regulations respecting Sunday trains.	Failure to make good connections at railroad crossings.	Failure to provide equal but separate accommodations for negroes and whites.		
						Oregon.
						Pennsylvania.
						Rhode Island.
\$1,000, or more, on company (1735); \$200, or more, on agents (1739).		\$500 (1674)				South Carolina.
					Failure to provide two closets in each first-class passenger car, \$100 (1713).	
	\$500-2,000 (455)		*\$500 (115)			
do	\$500-2,000 (455)	\$500 (1674)	*\$500 (115)	\$300-500 (777) \$300-500 (777)	In addition to above: failure to provide spittoon for each two seats in passenger cars, \$25 (1056).	
						South Dakota.
			\$100 per day (137) do.			
\$100 (1579)				\$100-500 (3076) \$100-500 (3076)		Tennessee.
\$100 (1579)				\$100-500 (3076)		
	0-\$5,000 (18)			\$100-1,000 per trip (4233a).		Texas.
	0-\$5,000 (18)			do	Failure to clean and disinfect stock cars* (4659b). do.	
						Utah.
					Running locomotive on another railroad's track without permission, 0-\$500, on officer, etc. (3920). do.	Vermont.
				\$300-1,000 (26)		Virginia.
						Washington.
					Locking cars while passengers are being carried, \$100, or more, on company, and 0-\$1,000 and 0-1 yr., on agent (898). do.	West Virginia.
	\$25-50 per day (1801). do.					Wisconsin.
						Wyoming.

Table XI.—STANDARD PROVISIONS

C.—*Electricity, communication, and other*

State or Territory.	Year.	STANDARD PROVISIONS.					
		Failure to provide water when required.	Failure to provide water when required, or to keep it open.	Failure to keep water open when required.	Failure to keep water open when required, or to keep it open.	Failure to keep water open when required, or to keep it open.	Failure to keep water open when required, or to keep it open.
Alabama	1900						
Alaska	1900						
Arizona	1900						
Arkansas	1900						
California	1900						
Colorado	1900						
Connecticut	1900						
Delaware	1900						
Dist. of Columbia	1900						
Florida	1900						
Georgia	1900						
Idaho	1900						
Illinois	1900	\$50 per day (55)	\$100 per day (55)		\$25-1,000, and triple dam- ages (55)		
Indiana	1900						
Indian Territory	1900						
Iowa	1900						
Kansas	1900	\$100 per day (69-79)	\$100 per day (69- 79)				
Kentucky	1900						
Louisiana	1900						
Maine	1900						
Maryland	1900						
Massachusetts	1900						

CONCERNING PENALTIES—Continued

tenance, and operation—Continued.

TICKETS AND BAGGAGE.						State or Territory.
Refusal to sell mileage books.	Refusal to redeem unused mileage books or tickets, or parts thereof.	Selling tickets without authority from railroad.	Selling tickets without State license.	Refusal to carry and check baggage.	Smashing baggage.	
						Alabama.
						Alaska.
				\$20 (323) \$300 (584) \$300 (58)		Arizona.
						Arkansas.
					\$25-200 (6210) \$25-200 (6210)	
				\$20 (479) \$20 (479)		California.
						Colorado.
						Connecticut
						Delaware.
						Dist. of Columbia.
						Florida.
	0-\$100, or 0-60 days, on officer (95). do.	0-\$1,000, or 0-1 yr., or both (94). do.				
				\$50 (2281)		Georgia.
				\$50 (2281)		
				\$20 (2674) \$20 (2674)		Idaho.
	\$500 (118)	0-\$500, or 0-1 yr., or both (115).		\$10-100 (92)		Illinois.
	\$500 (117)	do. (114)		\$10-100 (92)		
	\$10-100 (3363)	\$10-100 (3367)				Indiana.
	\$10-100 (3363)	\$10-100 (3367)				
						Indian Territory.
						Iowa.
	Price of ticket and \$100 to holder (56).			\$100-5,000 (69-23)		Kansas.
				Triple damages and \$100-5,000 (527).		
				do.		
						Kentucky.
						Louisiana.
						Maine.
		\$10-100 (79) \$10-100 (79)				
						Maryland.
				\$10 (182) \$10 (182)		Massachusetts.

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

TICKETS AND BAGGAGE.						State or Territory.
Refusal to sell mileage books.	Refusal to redeem unused mileage books or tickets, or parts thereof.	Selling tickets without authority from railroad.	Selling tickets without State license.	Refusal to carry and check baggage.	Smashing baggage.	
				\$10 (3325)		Michigan.
				\$10 (6236)		
	0-\$500 (2791)				\$5-100 (6895)	Minnesota
			0-\$500, or 0-1 yr., or both (2787).			
	0-\$500 (2791)		do.		\$5-100 (6895)	
						Mississippi.
				\$10 (2606)		Missouri.
				\$10 (1100)		
	0-\$500 (983)	0-\$500, or 0-1 yr., or both (980).	0-\$500, or 0-1 yr., or both (980).			Montana.
	0-\$500 (983)	do.	do.	\$20 (970) \$20 (970)		
				\$200-1,000 (1X, 5) \$200-1,000 (1X, 5)		Nebraska.
				\$20 (876) \$20 (876)		Nevada.
						New Hampshire.
		0-\$500, or 0-1 yr., or both (369).		\$10 (27)		New Jersey.
		do.		\$10 (27)		
				\$20 (3860) \$20 (3860)		New Mexico.
		\$100, or more, or 3 mos., or more, or both (482); 0-5 yrs. (492).		\$10 (370)	\$50, on employee, and on company (474).	New York.
\$50 (215) \$50 (215)		do.		\$10 (R 44) \$10 (R 44)	do. (R 45) do.	
				\$10 (1970)		North Carolina.
				\$10 (1970)		
						North Dakota.
	0-\$500 (2994)		0-\$500, or 0-1 yr., or both (2989).			
	0-\$500 (2994)		do.			Ohio.
						Oklahoma.
						Oregon.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	STATIONS.					
		Failure to build stations when legally required.	Failure to provide station facilities, switches, scales, warehouses, etc., as required.	Failure to erect union depots, when legally required.	Failure to keep stations open, lighted, and heated, as required.	Failure to maintain required waiting rooms, etc.	Failure to bulletin approach of trains at stations.
Pennsylvania	1890						
	1902						
Rhode Island							
South Carolina	1890					\$1,000, or more (1735).	\$5 (1714)
	1897			\$5,000 (418)		do	\$5 (1714)
South Dakota	1902			\$5,000 (418)			
	1890						0-\$25, on company, or on agent (90-ch. 62).
	1897			\$25 per day (110)	\$25 per day (110)		do.
	1902			do	do		
Tennessee	1890				\$10-100 (3068)		\$20-50 (3069)
	1899					\$25-100 (455)	
	1902				\$10-100 (3068)	\$25-100 (455)	\$20-50 (3069)
Texas	1890			\$25 per day (P. C. 821 [40]).			
	1891	0-\$5,000 (18)			\$50 (4238)		
	1902	0-\$5,000 (18)		do	\$50 (4238)		
Utah	1890						\$300, or more, or 0-6 mos., or more, or both, on agent (90-34).
	1898						Repealed
Vermont	1902						
	1890						
Virginia	1898						
	1902						
	1890		\$50-500 per 3 mos. (1257).				\$10 (1225)
	1892		\$100-500 (1297a)				\$50-500 (1297a)
	1902		\$100-500 (1297a)				\$10 (1225)
Washington							
West Virginia	1890						
	1891				\$10 (542)	\$10 (542)	\$10 (542)
	1902				\$10 (542)	\$10 (542)	\$10 (542)
Wisconsin	1890	\$25-50 per day (1801).					
	1902	do.					
Wyoming	1890						
	1902						

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

TICKETS AND BAGGAGE.						State or Territory.
Refusal to sell mileage books.	Refusal to redeem unused mileage books or tickets, or parts thereof.	Selling tickets without authority from railroad.	Selling tickets without State license.	Refusal to carry and check baggage.	Smashing baggage.	
		0-\$500, or 0-1 yr., or both (215). do.				Pennsylvania.
						Rhode Island.
				\$10 (1711)	0-\$50, or 0-30 days (C. L. 372).	South Carolina.
				\$10 (1711)	do.	South Dakota.
						Tennessee.
	\$100-500 (4258b)			\$10 (4230)		Texas.
	\$100-500 (4258b)	0-\$500 (4258b) 0-\$500 (4258b)		\$10 (4230)		Utah.
				\$20 (2356)		
				Repealed.		
\$500-1,000 (54)				\$10 (3913)		Vermont.
\$500-1,000 (54)				\$10 (3913)		Virginia.
						Washington.
						West Virginia.
						Wisconsin.
		0-\$500, or 0-1 yr., or both (1944). do.				Wyoming.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main

State or Territory.	Year.	EMPLOYEES.				
		Failure of passenger or baggage employees to wear badges.	Ignoring legal limits to hours of labor of train and other employees.	Neglect of duty resulting in injury, or endangering life or safety.	Employee in any operating department being intoxicated when on duty.	Engaging certain employees without experience.
Alabama						
Alaska						
Arizona	1890			0-\$300, or 0-6 mos., or both (P. C. 632).	0-\$300, or 0-6 mos., or both (P. C. 630).	
	1902			do.	do.	
Arkansas	1890				0-\$250, or 0-1 yr., or both (6198).	
	1902				do.	
California	1890			1-10 yrs. (IV, 369), 0-\$500, or 0-6 mos., or both (IV, 393).	0-\$500, or 0-6 mos., or both (IV, 391).	
	1897					
	1901				Punished as misdemeanor or felony (456).	
	1902			do.	do.	
Colorado	1890					
	1891		\$100-300 (3751a)			\$100-1,000 (1396b)
	1901		\$100-300, on company, agent, or employee (233).			
	1902		do.			\$100-1,000 (1396b)
Connecticut	1890					
	1902					
Delaware	1890					
	1899	\$100-500 (480)				
	1902	\$100-500 (480)				
Dist. of Columbia						
Florida	1890				0-\$500, or 0-3 mos. (2693).	
	1893		\$50-500 (135)			
	1902		\$50-500 (135)		do.	
Georgia	1890		\$50-500 (2241)			\$50-500 (2238)
	1891					
	1902		\$50-500 (2241)			\$50-500 (2238)
Idaho	1890			0-\$300, or 0-6 mos., or both (6926); 1-10 yrs. (6909).		
	1902			do.		
Illinois	1890	\$10-200 (100)				
	1902	\$10-200 (100)				
Indiana						
Indian Territory						
Iowa	1890					
	1902					
Kansas	1890					
	1902					

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

OBSTRUCTION TO RAILROAD BUSINESS.						Penalties peculiar to a few States.	State or Territory.
Obstructing railroad business.	Conspiracy to obstruct same.	Employee abandoning train in aid of strike.	Refusal of employee in aid of strike on another railroad, to operate cars received from that railroad.	Interfering with railroad employee in aid of strike.	Inducing railroad employee to leave service in aid of strike.		
							Alabama
							Alaska
							Arizona.
							Arkansas.
						Refusal to sell tickets, \$200 (490)	California.
						Failure to pay employees at least monthly for previous month, \$50-100 (231).	
						Penalty of \$200 (490), above, abolished (600).	
						do.	Colorado.
							Connecticut.
		0-\$100, or 0-6 mos. (1517). do.					Delaware.
\$500-1,000, or 6 mos.-1 yr. (928).		\$100-500, or 0-6 mos. (928; 929).	\$100-500, or 0-6 mos. (928).	\$100-500, or 0-6 mos. (928).	\$500-1,000, or 6 mos.-1 yr. (928).		
do.		do.	do.	do.	do.		Dist. of Columbia.
							Florida.
							Georgia.
						Refusal to sell tickets of connecting lines, \$1,000 (2301). do.	Idaho.
\$20-200, or 20-90 days (110).	\$20-200, or 20-90 days (111).	\$20-200, or 20-90 days (109).				On engineer willfully killing stock, full value, or 10 days or more (69); on engineer wantonly blowing whistle to frighten team, \$10-50 (69); starting train without signal, \$10-100, on company and on engineer (70). do. (69; 70).	Illinois.
do. (109).	do. (110).	do. (108).					Indiana.
							Indian Territory.
						Refusal to change name of station to conform to that of town,* \$1,000 and \$1,000 per 30 days (2107). do.	Iowa.
\$20-200, and 20-90 days (100-108).	\$20-200, and 20-90 days (100-109).	\$20-200, and 20-90 days (100-107). do.					Kansas.

Table XL.—STATUTORY PROVISIONS

C.—Relative to construction, main-

EMPLOYEES.						
State or Territory.	Year.	Failure of passenger or baggage employees to wear badges.	Ignoring legal limits to hours of labor of train and other employees.	Neglect of duty resulting in injury or endangering life or safety.	Employee in any operating department being intoxicated when on duty.	Employing habitual user of intoxicants in any operating department.
Kentucky	1890					
	1893					
	1902					
Louisiana						
Maine	1890			0-\$1,000, or 0-1 yr. (67).	0-\$100, or 0-6 mos., or both (66).	
	1899					
	1902			do	do	
Maryland	1890					
	1902					
Massachusetts	1890	\$25-100, on company (178).				
	1902	do				
Michigan	1890	\$5-100, on company (3380).			0-\$250, or 0-1 yr., or both (3368; 9261).	\$500 (3367)
	1891					
	1893		\$50-100 (5458)			
	1902	do (6297)	\$50-100 (5458)		do (6285; 11331).	\$500 (6284)
Minnesota	1890		\$25-100 (2243); \$25-100 (6965)	0-\$100, or 0-3 mos. (6638).	0-\$100, or 0-3 mos. (6636).	
	1897					
	1902		\$25-100 (2243); \$25-100 (6965)	do	do	
Mississippi	1890				1-15 yrs. (1275).	
	1902				do	
Missouri	1890				0-\$1,000, or 0-3 yrs. (3508).	
	1902				do (1868)	
Montana	1890					
	1895			0-\$500, or 0-6 mos., or both (IV, 692).	0-\$500, or 0-6 mos., or both (IV, 690).	
	1902			do	do	
Nebraska	1890				\$100-500, or 6-12 mos. (16-108).	
	1891					
	1899		\$50-200 on company, or on officer (330).			
	1902		do		do	

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

OBSTRUCTION TO RAILROAD BUSINESS.						Penalties peculiar to a few States.	State or Territory.
Obstructing railroad business.	Conspiracy to obstruct same.	Employee abandoning train in aid of strike.	Refusal of employee in aid of strike on another railroad, to operate cars received from that railroad.	Interfering with railroad employee in aid of strike.	Inducing railroad employee to leave service in aid of strike.		
\$25-200, or 10 days-6 mos., or both (804). do.				\$25-200, or 10 days-6 mos., or both (804). do.		On engineer negligently killing stock, \$10-200, or 0-3 mos., or both (440). Abandoning station in use for five years, † \$100-500 (793). do.	Kentucky.
							Louisiana.
							Maine.
						Attempting to use mileage or ticket limited to use of some other person, \$1-10 (79). do.	
						Retaining part of employee's wages for relief associations, \$50-500 (472). do.	Maryland.
						On company, when death results from its negligence, or that of employee \$500-5,000 (212); employing certain employees without examination for color-blindness, \$100 (179); failure to pay employees weekly † \$10-50 (87-399). do.	Massachusetts.
0-2 yrs. (9275). R.(S.L.22)	0-2 yrs. (9275). R.(S.L.22)					On crossing flagman, for failure to show flag, \$25 (3301); on gateman for failure to perform duties, \$25, or 0-9 days, or both (3366); on employee violating rules of company, \$25-100, or 0-3 mos., or both (3369). do. (5222; 6283; 6286).	Michigan.
						Failure to pay extra for work beyond 10 hours per day, \$25-100 (6966); employing engineer who can not read, 0-\$100, or 0-3 mos., on person employing, and same on engineer (6634). Failure to maintain agent at station, as required, \$500-1,000 per 30 days (116). do.	Minnesota.
	0-\$500, or 0-6 mos., or both, (1270). do.					Violating commission's regulations relative to stations, \$500 (4329). do.	Mississippi.
Treble damages (2610). do. (1104)						Failure to post time-tables in stations, \$5-25 (2565). do. (1078).	Missouri.
						Refusal to sell tickets good for six mos., \$200 (977). do.	Montana.
						Failure to name station after town, when petitioned by voters, \$100-500 (16-104e). do.	Nebraska.

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	EMPLOYEES.					
		Failure of passenger or baggage employees to wear badges.	Ignoring legal limits to hours of labor of train and other employees.	Neglect of duty resulting in injury, or endangering life or safety.	Employee in any operating department being intoxicated when on duty.	Employing habitual user of intoxicants in any operating department.	Engaging certain employees without experience.
Nevada.....	1890				0-\$1,000, or 0-6 mos. (886).		
	1902				do.		
New Hampshire.....							
New Jersey.....	1890			0-\$1,000, or 0-1 yr., or both (112).			
	1897						
	1902			do.			
New Mexico.....	1890				0-\$1,000, or 0-6 mos. (3868).		
	1902				do.		
New York.....	1890			0-\$500, or 0-1 yr., or both (493).	0-\$500, or 0-1 yr., or both (493).	\$50-100 (482)	
	1892		\$500 (204)				
	1896						0-\$500, or 0-1 yr., or both (216).
	1897		\$500-1,000 (309)				
	1902		\$500-1,000 (309)	do.	do.	\$50-100 (482)	do.
North Carolina.....	1890				Fine, and 4-10 yrs. (1972).		
	1902				do.		
North Dakota.....	1890			0-\$500, or 0-1 yr., or both (7321).	0-\$500, or 0-1 yr., or both (7320).		
	1902			do.	do.		
Ohio.....	1890		\$100-150 (3365-15)				
	1891					\$200 (3365-17)	First offense, \$500-1,000; second, \$1,000-1,500 (3365-12).
	1892		First offense, \$500-1,000; second, \$1,000-1,500 (3365-15).				
	1902		do.			\$200 (3365-17)	do.
Oklahoma.....	1893			0-\$500, or 0-1 yr., or both (2276).	0-\$500, or 0-1 yr., or both (2275).		
	1902			do.	do.		
Oregon.....							
Pennsylvania.....	1890			0-\$5,000, and 0-5 yrs. (P. 1315).			
	1902			do.			
Rhode Island.....	1890						
	1891						
	1902						
South Carolina.....	1890	\$1,000 or more on company (1735); \$200 or more on employee (1739).		0-\$5,000, or 0-3 yrs. (C. L. 370); \$200 and 0-1 yr. (C. L. 371).			
	1902	do.		do.			
South Dakota.....	1890			0-\$500, or 0-1 yr., or both (6665).	0-\$500, or 0-1 yr., or both (6665).		
	1902			do.	do.		

tenance, and operation—Continued.

[illegible]

Table XI.—STATUTORY PROVISIONS

C.—Relative to construction, main-

State or Territory.	Year.	EMPLOYEES.				
		Failure of passenger or baggage employees to wear badges.	Ignoring legal limits to hours of labor of train and other employees.	Neglect of duty resulting in injury or endangering life or safety.	Employee in any operating department being intoxicated when on duty.	Employing habitual user of intoxicants in any operating department.
Tennessee	1890			6 mos.-6 yrs. (648); 2-10 yrs. (6482); 1-10 yrs. (6486); 3-21 yrs. (6485).		
	1902			do		
Texas						
Utah	1890			\$300 or more, or 0-6 mos., or both (4582)	\$300 or more, or 0-6 mos., or both (4580).	
	1898			do. (4294)	do. (4292)	
	1902			do	do	
Vermont	1890			0-\$1,000, or 0-1 yr. (3924).	0-\$500, or 0-1 yr. (3923).	\$300-\$3,000 (3922)
	1902			do	do	\$300-\$3,000 (3922)
Virginia						
Washington						
West Virginia	1890				0-\$500 (906)	
	1902				0-\$500 (906)	
Wisconsin	1890			2-4 yrs. (4358)		
	1902			do		
Wyoming						

CONCERNING PENALTIES—Continued.

tenance, and operation—Continued.

OBSTRUCTION TO RAILROAD BUSINESS.						Penalties peculiar to a few States.	State or Territory.
Obstruct- ing rail- road busi- ness.	Conspiracy to obstruct same.	Employee abandoning train in aid of strike.	Refusal of employee in aid of strike on another railroad, to operate cars received from that railroad.	Interfering with rail- road em- ployee in aid of strike.	Inducing railroad em- ployee to leave service in aid of strike.		
						On engineer willfully running into an- other train at crossing, 1-5 yrs. (6493).	Tennessee.
						do.	
							Texas.
						On engineer negligently allowing fatal collision (4665).	Utah.
						Repealed.	
				0-\$500, or 0- 5yrs. (5042) do.			Vermont.
							Virginia.
							Washington.
							West Virginia.
							Wisconsin.
							Wyoming.

Table XI.—STATUTORY PROVISIONS

D.—Relative

State or Territory.	Year.	Varying from established schedules.	Varying from established special rates.	Failure to give required notice of advance.	Charging more for one carload than for each of several.	Varying from established charges for switching, storing, etc.
Alabama						
Alaska						
Arizona	1890					
	1901					
	1902					
Arkansas	1890					Five times amount charged (6282).
	1895					\$10-25 (210)
	1899	\$500-3,000 (93)				
	1902	\$500-3,000 (98)				\$10-25 (210)
California	1890	0-\$20,000 on company (C. XII, 22), and 0-\$5,000, or 0-1 year, on officer or agent (C. XII, 22). (See also 99-178.)				
	1902	do.				
Colorado	1890					
	1902					
Connecticut						
Delaware						
Dist. of Columbia						
Florida						
Georgia	1890					
	1891					0-\$1,000, or 0-1 yr., or both, on officer or agent (2209).
	1902					do.
Idaho						
Illinois						
Indiana						
Indian Territory						
Iowa	1890	\$500-5,000 (2128)		\$500 per day for contempt of mandamus (2128).		\$500-5,000 (2132)
	1902	\$500-5,000 (2128)		do.		\$500-5,000 (2132)
Kansas	1890		\$100-5,000 (69-23)	\$100-5,000 (69-23)		
	1901	Triple damages and \$100-5,000 (527).		Triple damages and \$100-5,000 (529).		
	1902	do.	\$100-5,000 (69-23)	do.		
Kentucky	1890					
	1893					
	1902					
Louisiana	1890					
	1898	\$100-5,000 (C. 286)				
	1902	\$100-5,000 (C. 286)				
Maine	1890					
	1902					
Maryland						
Massachusetts	1890					
	1902					
Michigan						

CONCERNING PENALTIES—Continued.

to rates.

Failure to post or publish rates as required.	Failure to post or publish classification as required.	Failure to keep rates open for inspection.	Failure to file schedules with commission.	Penalties peculiar to a few States.	State or Territory.
					Alabama.
					Alaska.
					Arizona.
				To anyone injured by violation of any provisions concerning rates, \$300 (860). do.	
\$50-1,000 (6312)	\$50-1,000 (6312)				Arkansas.
\$500-3,000 (93) \$500-3,000 (93)	\$50-1,000 (6312)				
					California.
Triple damages (3730). do.	Triple damages (3730). do.				Colorado
					Connecticut
					Delaware.
					Dist. of Columbia.
					Florida.
				Violating commission's rules relative to changing of rates, \$1,000-5,000 (2196). do.	Georgia.
					Idaho.
					Illinois.
					Indiana.
					Indian Territory.
\$500 per day for contempt of mandamus (2128). do.		\$500 per day for contempt of mandamus (2128). do.	\$500 per day for contempt of mandamus (2128). do.	Failure to make joint rates, \$500-5,000 (2132). do.	Iowa.
					Kansas.
	\$100 on company and on responsible officer (1019). Repealed (538)		\$100-500 (793) \$100-500 (793)		Kentucky.
					Louisiana.
\$100 (42) \$100 (42)					Maine.
					Maryland.
				Charging more than lawful excess when fare is paid on train, \$10-50 (32). do.	Massachusetts.
					Michigan.

Table XI.—STATUTORY PROVISIONS

D.—Relative

State or Territory.	Year.	Varying from established schedules.	Varying from established special rates.	Failure to give required notice of advance.	Charging more for one carload than for each of several.	Varying from established charges for switching, storing, etc.
Minnesota	1890	First offense, \$2,500-5,000; second, \$5,000-10,000 (390).		First offense, \$2,500-5,000; second, \$5,000-10,000 (390).	First offense, \$2,500-5,000; second, \$5,000-10,000 (390).	First offense, \$2,500-5,000; second, \$5,000-10,000 (390).
	1899					
	1902	do		do	do	do
Mississippi	1890	\$100 or more † (4293)				
	1902	do				
Missouri	1890			\$5,000 (2645)		
	1902			\$5,000 (1142)		
Montana	1890					
	1895					
Nebraska	1890					
	1902					
Nevada	1890	\$2,000, on company, and on officer or agent (900; 4745).		\$2,000, on company, and on officer or agent (900).		
	1902	do		do		
New Hampshire						
New Jersey						
New Mexico						
New York						
North Carolina	1890			\$50-100 (1965)		
	1902			\$50-100 (1965)		
North Dakota	1890	First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).		First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).	First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).	First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).
	1897			See 228.		
	1902	do		do	do	do
Ohio	1890					
	1892					\$150-2,000 (3376).
	1902					\$150-2,000 (3376).
Oklahoma						
Oregon	1890					
	1902					
Pennsylvania						
Rhode Island	1890					
	1902					
South Carolina	1890			\$1,000, or more (1735)		
	1898					
	1902			do		
South Dakota	1890			\$1,000-10,000 per day (89-110).		
	1897	\$500-5,000 (110)		\$500-5,000 (110)	First offense, \$1,000-5,000; second, \$5,000-10,000 (110).	
	1902	\$500-5,000 (110)		\$500-5,000 (110)	do	
Tennessee	1890					
	1897					
	1902					

CONCERNING PENALTIES—Continued.

to rates—Continued.

Failure to post or publish rates as required.	Failure to post or publish classification as required.	Failure to keep rates open for inspection.	Failure to file schedules with commission.	Penalties peculiar to a few States.	State or Territory.
	First offense, \$2,500-5,000; second, \$5,000-10,000 (390).		First offense, \$2,500-5,000; second, \$5,000-10,000 (390).		Minnesota.
	do.		do.	Raising rate on certain articles after it has been in effect 60 days, \$100 per day (102).	
	\$500 (4329) \$500 (4329)				Mississippi.
\$5,000 (2645) \$5,000 (1142)					Missouri.
	First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700). do. (908). do.				Montana.
					Nebraska.
	\$2,000, on company and on officer or agent (900). do.				Nevada.
					New Hampshire.
					New Jersey.
					New Mexico.
					New York.
	\$50-100 (1965) \$50-100 (1965)				North Carolina.
First offense, \$2,500-5,000; second, \$5,000-10,000 (3039). do.			First offense, \$2,500-5,000; second, \$5,000-10,000 (3039). do.		North Dakota.
					Ohio.
					Oklahoma.
	\$1,000, or more, on officers (4036). do.			For raising rates, after they have been posted, within six months, \$1,000, or more, on officers (4036). do.	Oregon.
					Pennsylvania.
				Failure to give rebate check when excess fare is paid on train, \$50-500 (604). do.	Rhode Island.
	\$1,000, or more (1735). \$100 per day (810). do.				South Carolina.
		\$1,000-10,000 per day (89-110). \$500-5,000 (110)	\$500-5,000 (110)		South Dakota.
		\$500-5,000 (110)	\$500-5,000 (110)		
	\$500 (3063)				Tennessee.
	\$500 (3063)			Making reduction or rebate from commission's rates, \$100-500 (122). do.	

Table XI.—STATUTORY PROVISIONS

D.—Relative

State or Territory.	Year.	Varying from estab- lished schedules.	Varying from estab- lished special rates.	Failure to give re- quired notice of ad- vance.	Charging more for one carload than for each of sev- eral.	Varying from estab- lished charges for switching, stor- ing, etc.
Texas	1890					
	1891					
	1902					
Utah						
Vermont						
Virginia	1890		\$100 or more (1220)			
	1892	\$100-500 (1297a)		\$100-500 (1297a)		
	1902	\$100-500 (1297a)	do	\$100-500 (1297a)		
Washington	1890					
	1897		\$500-1,000, or 6-12 mos., or both, on agent (4316).			
	1902		do			
West Virginia	1890					
	1895					
	1902					
Wisconsin						
Wyoming						

CONCERNING PENALTIES—Continued.

to rates—Continued.

Failure to post or publish rates as required.	Failure to post or publish classification as required.	Failure to keep rates open for inspection.	Failure to file schedules with commission.	Penalties peculiar to a few States.	State or Territory.
\$500, on company, and \$25-100, on agent (4258b). 0-\$5,000 (8) 0-\$5,000 (8)	\$500, on company, and \$25-100, on agent (4258b). do.				Texas.
					Utah.
					Vermont.
					Virginia.
\$100-500 (1297a) \$100-500 (1297a)	\$100-500 (1297a) \$100-500 (1297a)		\$100-500 (1297a) \$100-500 (1297a)	Failure to give 3 days' notice of reduction in rates, \$100-500 (1297a). do.	Washington.
				On first of connecting railroads, for requiring prepayment of freight with intent to embarrass shipper, \$1,000 (4320). do.	West Virginia.
		\$50-1,000 (32, 34) \$50-1,000 (32, 34)			Wisconsin.
					Wyoming.

Table XI.—STATUTORY PROVISIONS

E.—Relative to regu-

State or Territory.	Year.	Refusal to exchange traffic with other railroads.	Failure to make carriage of freight continuous.	Failure to transport over route designated by, or according to order of shipper or consignee.	Failure to furnish adequate car facilities, and to receive, transport, and deliver all traffic.	Refusal to transport cars belonging to individuals or to other corporations.	Refusal to make or allow connections with track from warehouses, mills, etc.	Refusal to transport militia and their equipment at fixed rates.	Refusal to give freight receipts, etc., required by law.
Alabama	1890								
	1902								
Alaska									
Arizona									
Arkansas	1890		\$50-1,000 (6812)						
	1895		\$500-3,000 (93)		\$500-3,000 (93)				
	1902		\$500-3,000 (93)		\$500-3,000 (93)				
California									
Colorado	1890				Triple damages (3730).				
	1899								
	1902				do				
Connecticut	1890	\$25 (3536)							\$50 (3548)
	1899								
	1902	\$25 (3530)							\$50 (3548)
Delaware									
Dist. of Columbia									
Florida	1890			0-\$500, or 0-6 mos., on officer or agent (2895).	\$50 (2265)				
	1893	\$250-1,000 on officer or agent (141)							
	1897				\$100-5,000 (91)				\$100-5,000 (91)
	1902	do		do	\$100-5,000 (91)				\$100-5,000 (91)
Georgia	1890								\$1,000-5,000 (2196).
	1902								\$1,000-5,000 (2196).
Idaho	1890								
	1893								
	1902								
Illinois	1890				\$25-1,000, and treble damages (85).				
	1902				do				
Indiana	1890								
	1902								
Indian Territory									
Iowa	1890		\$500-5,000 (2132)						
	1902		\$500-5,000 (2132)						

CONCERNING PENALTIES—Continued.

lation of traffic.

Giving false bill of lading.	Violating regulations relating to transportation of explosives, etc.	Confining live stock in cars longer than time allowed by law.	Refusal to carry shipper of live stock free.	Violating regulations relating to transportation of live stock.	Transporting game or fish unlawfully.	Penalties peculiar to a few States.	State or Territory.
						Violating order of court as to time, manner, etc., of interchanging traffic, \$200 per day (3471). do.	Alabama.
							Alaska.
							Arizona.
					\$50-200 (3418); \$3-20 (3436)		Arkansas.
			\$100-500 (64) \$100-500 (64)		\$50-200 (3418); \$3-20 (3436)		
							California.
	0-\$5,000 or 0-2 yrs., or both (3692).						Colorado.
	do.			\$100-5,000 (252) \$100-5,000 (252)			
		\$100-500 (1544)					Connecticut.
	\$10-500 (988) \$10-500 (988)	\$100-500 (1544)					
							Delaware.
							Dist. of Columbia.
							Florida.
						Demanding freight on goods not ready to be delivered, as condition precedent to delivery, double amount (136). do.	
							Georgia.
					\$100-300 (158); \$50-100 (159); \$100-300 (158); \$50-100 (159).		Idaho.
						Refusal to carry grain, first offense, damages; second, \$1,000-5,000; third, receiver (121). do. (120).	Illinois.
	\$100-500 (2228)				\$10-100, on company (2255 and 1901-442); \$2-10, on officer or agent (2253). do.		Indiana.
	\$100-500 (2228)						
							Indian Territory.
					\$100-300, or 30 days, or both, on company, or agent (2557). do.		Iowa.

Table XI.—STATUTORY PROVISIONS

E.—Relative to regu-

State or Territory.	Year.	Refusal to exchange traffic with other railroads.	Failure to make carriage of freight continuous.	Failure to transport over route designated by, or according to order of shipper or consignee.	Failure to furnish adequate car facilities, and to receive, transport, and deliver all traffic.	Refusal to transport cars belonging to individuals or to other corporations.	Refusal to make or allow connections with track from warehouses, mills, etc.	Refusal to transport militia and their equipment at fixed rates.	Refusal to give freight receipts, etc., required by law.
Kansas	1890	\$100-5,000 (69-23); \$100 per day* (69-39).			\$100-5,000 (69-23)	\$100-5,000 (69-23)			
	1895							\$50-500 per man, or per consignment of equipment (70-63).	
	1897								
	1901				\$2 per day (528)				Triple damages and \$100-5,000 (530).
	1902	do			do	\$100-5,000 (69-23)		do	do
Kentucky	1890								
	1891	First offense, \$2,000; second, \$5,000; third, forfeiture (C. 217).							
	1893								
	1902	do							
Louisiana	1890							\$10-20, per man, per day (543).	
	1902							do	
Maine	1890	\$100 (130, and see 119-20).							
	1902	do							
Maryland	1890								
	1902								
Massachusetts	1890			\$200 (189)	\$50-500 (73-2)				
	1902			\$200 (189)	\$50-500 (73-2)				
Michigan	1890				\$100 (3324)				
	1902				\$100 (6235)				
Minnesota	1890	First offense, \$2,500-5,000; second, \$5,000-10,000 (390).	First offense, \$2,500-5,000; second, \$5,000-10,000 (390).						
	1895								\$10-25 (323)
	1899								
	1902	do	do						\$10-25 (323)
Mississippi	1890	\$500 (4329)							
	1902	\$500 (4329)							

CONCERNING PENALTIES—Continued.

lution of traffic—Continued.

Giving false bill of lading.	Violating regulations relating to transportation of explosives, etc.	Confining live stock in cars longer than time allowed by law.	Refusal to carry shipper of live stock free.	Violating regulations relating to transportation of live stock.	Transporting game or fish unlawfully.	Penalties peculiar to a few States.	State or Territory.
							Kansas.
			\$50-200, on officer or agent (70-67).				
			do.				
							Kentucky.
	\$50-500, or 10-100 days, or both, on company or agent (789). do.						
					\$5-25 (248)		Louisiana.
					\$5-25 (248)		
					Failure to furnish equal and reasonable facilities to all express companies, \$500 (134). do.		Maine.
					Refusal to allow connecting railroad to use track for 5 miles, \$500-1,000 per day (184). do.		Maryland.
	\$50-5,000 or 0-5 yrs. (102-64). do.	\$100-500 (207-55). \$100-500 (207-55).			\$20 (276) \$20 (276)		Massachusetts.
0-\$2,000, or 0-3 years, or both (3383). do. (6299).	\$200 (3436) \$200 (11526)			\$500-5,000 (S u p . 2136z). \$500-5,000 (5642)			Michigan.
0-\$1,000, or 0-1 yr., or both (6767).						Failure to furnish stock cars, \$100-500 (2711).	Minnesota.
do.						Overloading freight car, \$10-20 on person (323). Failure to provide caboose for emigrants and shippers of live stock (401). do.	Mississippi.

Table XI.—STATUTORY PROVISIONS

E.—Relative to regu-

State or Territory.	Year.	Refusal to exchange traffic with other railroads.	Failure to make carriage of freight continuous.	Failure to transport over route designated by, or according to order of shipper or consignee.	Failure to furnish adequate car facilities, and to receive, transport, and deliver all traffic.	Refusal to transport cars belonging to individuals or to other corporations.	Refusal to make or allow connections with track from warehouses, mills, etc.	Refusal to transport militia and their equipment at fixed rates.	Refusal to give freight receipts, etc., required by law.
Missouri	1890		\$5,000 (2645)	\$25 (2618)	0-\$200 (2676); \$25 per day (2582); first offense, damages; second, \$1,000-5,000 (2590); \$50-200 (2600); \$50 - 500 (2604); \$500-1,000 (2661).	\$500, and \$500 per day (2624).	First offense, damages; second, \$1,000-5,000; third, receiver (2617).		
	1895				\$100 per day (1097).				
	1897				First offense, damages; second, \$1,000-5,000 (1086).				
	1902		\$5,000 (1142)	\$25 (1114)	do. (1075; 1083; 1086; 1094; 1097; 1098; 1157; 1196).	do. (1120)	do. (1113)		
Montana	1890				First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700).				
	1895				do. (908)				
	1902				do.				
Nebraska	1890			0-\$100, or 0-30 days, or both (C. C. 133).					
	1897								
	1902			do.					
Nevada	1890		\$2,000 on company, and on officer or agent (900).						
	1895								
	1899								
	1902		do.						
New Hampshire	1890	0-\$1,000 (452)			0-\$1,000 (452)				
	1902	0-\$1,000 (452)			0-\$1,000 (452)				
New Jersey	1890			\$100 (139)					
	1902			\$100 (139)					
New Mexico	1890	\$500 (3918)							
	1899								
	1902	\$500 (3918)							

CONCERNING PENALTIES—Continued.

lation of traffic—Continued.

Giving false bill of lading.	Violating regulations relating to transportation of explosives, etc.	Confining live stock in cars longer than time allowed by law.	Refusal to carry shipper of live stock free.	Violating regulations relating to transportation of live stock.	Transporting game or fish unlawfully.	Penalties peculiar to a few States.	State or Territory.
			First offense, damages; second, \$1,000-5,000 (2592).			Refusal to allow shipper to mix freight, \$100-500 (2596); refusal to carry grain, \$100, and \$100 per day (2621); failure to properly deliver live stock, first offense, damages; second, \$1,000-5,000 (2590); failure to properly transport and deliver grain, first offense, damages; second, \$1,000-5,000; third, receiver (2617); failure to operate private switch, \$500, and \$500 per day (2623).	Missouri.
			do. (1085).			do. (1083; 1113; 1117; 1119; 1090).	
	First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700). do. (908). do.						Montana.
					\$5-15 (C. C. 86).		Nebraska.
					\$5-25 (C. C. 86c).		
					\$5-25 (C. C. 86c).		
							Nevada.
					\$20-100, or 0-50 days, or both, on company, or agent (83). \$20-500, or 10-90 days, or both, on agent (21). do. (and see 1901-123).		
						Disobeying order of court as to terms of interchange of traffic \$1,000 per month (441). do.	New Hampshire.
	\$100, on company (p. 1113); \$100 and 30 days, on shipper (p. 1105). do.						New Jersey.
				5 cents per head of sheep (77); \$1,000 (106). do.			New Mexico.

Table XI.—STATUTORY PROVISIONS

E.—Relative to regu-

State or Territory.	Year.	Refusal to exchange traffic with other railroads.	Failure to make carriage of freight continuous.	Failure to transport over route designated by, or according to order of shipper or consignee.	Failure to furnish adequate car facilities, and to receive, transport, and deliver all traffic.	Refusal to transport cars belonging to individuals or to other corporations.	Refusal to make or allow connections with track from warehouses, mills, etc.	Refusal to transport militia and their equipment at fixed rates.	Refusal to give freight receipts, etc., required by law.
New York.....	1890				0-\$500, or 0-1 yr., or both (496).				
	1892								
	1902				do. (308)				
North Carolina....	1890				\$50 per article (1964).				
	1891	\$500-5,000 (286)							\$50-5,000 (286)
	1899	\$500-5,000 (304)							\$100 (303)
	1902	\$500-5,000 (304)			do				\$100 (303)
North Dakota	1890	First offense, \$2,500-5,000; second, \$5,000-10,000 (3089).	First offense, \$2,500-5,000; second, \$5,000-10,000 (3089).		First offense, \$2,500-5,000; second, \$5,000-10,000 (3089).		\$50 per day (3068); first offense, \$2,500-5,000; second, \$5,000-10,000 (3089).		
	1897	do	Also triple damages (230).						
	1902	do	do		do		do		
Ohio.....	1890		0-\$100, or 0-30 days, or both, on agent (3370).						
	1892	\$150-2,000 (3376)							
	1894								\$50 (3373-4)
	1902	\$150-2,000 (3376)	do						\$50 (3373-4)
Oklahoma.....									
Oregon	1890		\$1,000, or more, on officers (4036).				\$300 per week (4039).		
	1893								
	1902		do				do		
Pennsylvania	1890								
	1902								
Rhode Island.....	1890								
	1902								
South Carolina	1890	\$1,000, or more (1735).		\$100-1,000 (1671)	\$5-20 (1710)				\$50 (1719); \$1,000-5,000 (1669)
	1893								
	1896	\$500, on company; \$50-500, or 3-12 mos., or both, on agent (119).			\$500, on company; \$50-500, or 3-12 mos., or both, on agent, etc. (119).				\$500, on company; \$50-500, or 3-12 mos., or both, on agent, etc. (119).
	1902	do		\$100-1,000 (1671)	do				do

CONCERNING PENALTIES—Continued.

lation of traffic—Continued.

Giving false bill of lading.	Violating regulations relating to transportation of explosives, etc.	Confining live stock in cars longer than time allowed by law.	Refusal to carry shipper of live stock free.	Violating regulations relating to transportation of live stock.	Transporting game or fish unlawfully.	Penalties peculiar to a few States.	State or Territory.
0-\$1,000, or 0-1 yr., or both, on agent (497).	\$300-1,000, or 1-5 yrs., or both (489).	0-\$500, or 0-1 yr., or both (496).			\$25-100 (470; 471)	Failure to publish notice of any piece of unclaimed baggage, as required, \$5 (478); refusal to carry mail, \$100 per day (368).	New York.
.....do. (326).	.....do. (310).	.....do. (329).			\$25-100 (198)	Refusal to carry mail, \$100 per day (R 56). do.	
						Failure to ship freight within 5 days, \$25 per day (1967). Repealed (580).	North Carolina.
							North Dakota.
				\$100-1,000 (7478)			Ohio.
				\$100-1,000 (7478)			
							Oklahoma.
							Oregon.
					\$15-100(175) \$15-100(175)		
	0-\$500, and 0-3 mos., on shipper (124); 0-\$500, and 0-6 mos., on shipper (121); \$100, and 30 days, on shipper (122). do.						Pennsylvania.
	0-\$10,000, or 0-5 yrs., on shipper (990). do	\$100-500 (384) \$100-500 (384)		\$300, on company, and on officers (324). do.			Rhode Island.
	\$50-500, or 0-5 yrs., on responsible person (1703).	\$50-500 (1678)				Refusal to deliver goods on tender of payment, \$1,000-5,000 (1669).	South Carolina.
						Bringing liquor into State, except for use by State dispensary, \$500 (447; also 95-743).	
	do	\$50-500 (1678)				Above provisions; also refusal to transfer cars at order of consignee or owner of freight, \$1 per hour (389).	

CONCERNING PENALTIES—Continued.

lation of traffic—Continued.

Giving false bill of lading.	Violating regulations relating to transportation of explosives, etc.	Confining live stock in cars longer than time allowed by law.	Refusal to carry shipper of live stock free.	Violating regulations relating to transportation of live stock.	Transporting game or fish unlawfully.	Penalties peculiar to a few States.	State or Territory.
				\$200-10,000 (2313)			South Dakota.
					\$25-200 (91)		
				\$200-10,000 (2313)	\$25-200 (91)		
							Tennessee.
				\$500 (4227b); \$25-1,000 per animal (P. C. 784).			Texas.
\$100-1,000 (16)				do.			
\$100-1,000 (16)							
						Refusing passenger transportation, \$300 or more, or 0-6 mos., or both, on agent (4562); loading stock at night (90-7).	Utah.
						90-7 repealed. In 4562, change to 0-\$300, or 0-6 mos., etc. (4471). do.	
					0-\$100 (4623)		Vermont.
					0-\$100 (4623)		
							Virginia.
\$100-500 (1297a)							
100-500 (1297a)				\$50-200 (1215b)			
				\$50-200 (1215b)			
							Washington.
							West Virginia.
	\$200-1,000, on officer or agent (1805). do.						Wisconsin.
							Wyoming.

Table XI.—STATUTORY PROVISIONS

F.—Relative to

State or Territory.	Year.	Failure to make regular annual report.	Refusal to give commission any information required.	Refusal to report accidents to commission.	Refusal to file contracts with commission.
Alabama	1890 1902	\$50 per day (8498) do.			
Alaska					
Arizona					
Arkansas	1890 1899 1902	\$50 per day (92). do.			
California					
Colorado	1890 1902	\$100 per day on officer responsible (3732). do.			
Connecticut	1890 1902	\$25 per day (5688; 89-100) do.			
Delaware					
Dist. of Columbia ..	1890 1901 1902			0-\$100 per day (Pub. Act, 171, Mar. 3). do.	
Florida	1890		\$100-5,000 (2299)		
	1891 1897 1902		Repealed (109) \$100-5,000 (88) \$100-5,000 (88)		
Georgia	1890 1902		\$100-5,000 (2211) \$100-5,000 (2211)		
Idaho	1890 1899 1902				
Illinois	1890 1902	\$100-5,000 for every 10 days after due (141). do. (182).			
Indiana					
Indian Territory ..					
Iowa	1890 1902	\$100 per day (2143) do.	0-\$1,000 (2115) 0-\$1,000 (2115)		\$500-5,000 (2128) \$500-5,000 (2128)
Kansas	1890 1898 1901 1902	\$100 per day (69-27) Repealed (91) \$100 per day (531). do.	0-\$1,000 (69-10) Repealed (91)		
Kentucky	1890 1893 1902	\$50-100, on company and responsible officer (1028). \$500-1,000, on officer (828) do.		\$100-500 (793) \$100-500 (793)	
Louisiana					
Maine	1890 1902	\$1,000 (60) \$1,000 (60)			
Maryland					
Massachusetts	1890 1893 1902	\$5,000, and \$50 per day (84) do.		\$100 (208) \$100 (208)	
Michigan	1890 1902	0-\$1,000, or 0-6 mos., or both; and 0-\$500, on officers, and \$1,000 on company per 10 days (3357; 3302). do. (6268; 5223)		0-\$100 (3440) 0-\$100 (5241)	

CONCERNING PENALTIES—Continued.

public reports.

Refusal to file maps as required.	Failure to make any special report required by law.	Failure to make any report required by law.	On officer making false report.	Penalties peculiar to a few States.	State or Territory.
					Alabama.
					Alaska.
					Arizona.
					Arkansas.
					California.
					Colorado.
			1-5 yrs. (89-68). do.		Connecticut.
					Delaware.
					Dist. of Columbia.
			\$500, or more, or 1 yr., or more, or both (2301); 0-\$500, or 0-2 yrs., or both (2688). Repealed (109).		Florida.
					Georgia.
	\$100, or more, or 0-3 mos. (366). do.				Idaho.
					Illinois.
					Indiana.
					Indian Territory.
					Iowa.
	\$200, and \$200 per month (66-41). do.				Kansas.
					Kentucky.
					Louisiana.
	\$1,000(115);\$500(46-32) \$1,000(115);\$500(46-32)				Maine.
					Maryland.
	\$50 per day (131). do.				Massachusetts.
	\$50 (3312a)		\$500 (3388)		Michigan.
	\$50 (5234)		\$500 (6305)		

Table XI.—STATUTORY PROVISIONS

F.—Relative to

State or Territory.	Year.	Failure to make regular annual report.	Refusal to give commission any information required.	Refusal to report accidents to commission.	Refusal to file contracts with commission.
Minnesota.....	1899	First offense, \$2,500-5,000; second, etc., \$5,000-10,000 (390).			First offense, \$2,500-5,000; second, etc., \$5,000-10,000 (390).
	1897	\$100 per day (513)			
	1902	do			do
Mississippi.....	1890	\$50 per day (4322)	\$500 (4329)	\$100, or more (4307)	\$500 (4329)
	1902	do	\$500 (4329)	do	\$500 (4329)
Missouri.....	1890	\$250-1,000, on directors (2578)			
	1902	do (1071)			
Montana.....	1890				
	1895				
	1902				
Nebraska.....	1890				
	1902				
Nevada.....	1890	\$500 per day (878)			
	1901	do			
	1902	do			
New Hampshire...	1890		0-\$1,000 (431)		
	1902		0-\$1,000 (431)		
New Jersey.....	1890	\$10,000 (165)			
	1902	\$10,000 (165)			
New Mexico.....					
New York.....	1890	\$250, and \$25 per day (32)	0-\$500, or 6-1 yr., or both, on person (7; 353).		
	1891	do. (R 57)			
	1902	do	do. (R 168; p. 310)		
North Carolina....	1890				
	1891		\$50-5,000, on officers (24)		
	1899		\$500, on officers ¹ (303)		
	1902		do.		
North Dakota.....	1890	First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).			First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).
	1897	\$500 per day (223)	0-\$1,000 (223)		\$500 per day (230)
	1902	do	0-\$1,000 (223)		do
Ohio.....	1890	0-\$1,000 per 30 days (253)	0-\$1,000 per 30 days (253)		
	1894				
	1902	do	do		
Oklahoma.....					
Oregon.....	1890	\$5,000-10,000 (4027)	\$100-500 (4023)		\$100-500* (4023)
	1898	Repealed (4)	Repealed (4)		Repealed (4)
	1902				
Pennsylvania.....	1890	\$5,000 (106)			
	1902	\$5,000 (106)			
Rhode Island.....	1890	\$25 per day (598)		\$100 per day (597)	
	1902	do		do	
South Carolina....	1890	\$100-5,000 (sec. 1466, Stat. of 1892).	\$1,000, or more, on company (1735); \$200, or more, on officers (1739).	\$100 (1690)	
	1892	\$100-1,000 (1641)	\$100-1,000 (1641)		
	1902	\$100-1,000 (1641)	\$100-1,000 (1641)	\$100 (1690)	
South Dakota.....	1890	\$100 per day (141); \$1,000-10,000 (89-110).			
	1897	\$100 per day (110)	\$100 per day (110)		\$500-5,000 (110)
	1902	do	do		\$500-5,000 (110)

¹ Corporation commission.

CONCERNING PENALTIES—Continued.

public reports—Continued.

Refusal to file maps as required.	Failure to make any special report required by law.	Failure to make any report required by law.	On officer making false report.	Penalties peculiar to a few States.	State or Territory.
	0-\$5,000, or 0-3 yrs., or both, on officer (2744).		0-\$5,000, or 0-3 yrs., or both (2744).		Minnesota.
	do.		do.	Failure to answer any question in annual report, \$100 per day (513). do.	
	\$50 per day (4322); \$100, or more (4293). do.				Mississippi.
	\$250-1,000 (2571; 2578); \$250-1,000 (1064; 1071)		2-5 yrs. (2571) do. (1064).		Missouri.
		First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700). do. (908). do.			Montana.
	Forfeiture, and 0-\$1,000, or 0-3 yrs., on officers (VI, 4, 5). do.				Nebraska.
	\$100 per month (118). do.				Nevada.
					New Hampshire.
					New Jersey.
					New Mexico.
	\$250, and \$25 per day (32). do. (R 57). do.		0-\$500, or 0-1 yr., or both (495). do. (320).		New York.
	\$500 (1960) \$100-5,000 (285) 91-285 repealed (658)				North Carolina.
\$100-500 (2999)		0-\$500, or 0-1 yr., or both, on officer (7527).	0-\$500, or 0-1 yr., or both (7527).		North Dakota.
\$100-500 (2999)	\$100 per day (240). do.	do.	do.		
	0-\$1,000 per 30 days (261) \$1,000, and \$25 per day (250-3). do.				Ohio.
					Oklahoma.
			\$5,000-10,000, or 2-5 yrs. (4028). Repealed (4).		Oregon.
	\$100 (113) \$100 (113)				Pennsylvania.
					Rhode Island.
	\$1,000 or more (1735).				South Carolina.
	do.				
			0-\$500, or 0-1 yr., or both (6858). do.		South Dakota.

Table XI.—STATUTORY PROVISIONS

F.—Relative to

State or Territory.	Year.	Failure to make regular annual report.	Refusal to give commission any information required.	Refusal to report accidents to commission.	Refusal to file contracts with commission.
Tennessee	1890				
	1897	\$500-1,000 (119)	\$500-1,000 (119)		
	1902	\$500-1,000 (119)	\$500-1,000 (119)		
Texas	1890				
	1891		\$500 per day (12).		
	1893		do		
	1902		do		
Utah					
Vermont					
Virginia					
Washington					
West Virginia	1890				
	1902				
Wisconsin	1890	\$100 per day (1795)	\$100 per day (1795)		
	1902	do	do		
Wyoming					

CONCERNING PENALTIES—Continued.

public reports—Continued.

Refusal to file maps as required.	Failure to make any special report required by law.	Failure to make any report required by law.	On officer making false report.	Penalties peculiar to a few States.	State or Territory.
		\$500-1,000 (119) \$500-1,000 (119)			Tennessee.
	\$1,000 (4250); \$1,000 per month (4115a); forfeiture (4280).				Texas.
\$500-1,000 per day (4248a). do.	do.				Utah.
					Vermont.
					Virginia.
					Washington.
	\$1,000 per month (534). do.				West Virginia.
					Wisconsin.
					Wyoming.

Table XI.—STATUTORY PROVISIONS

G.—Relative to prohi-

RATES AND TRAFFIC.							
State or Territory.	Year.	Extortion.	Unjust discrimination.	Unjust discrimination as between connecting railroads.	Unjust discrimination in furnishing facilities.	Discrimination on account of race or color.	Violating short-haul clause.
Alabama	1890	Double damages (3460).	Double damages (3460).				
	1902	do	do				
Alaska							
Arizona	1890	0-\$300, or 0-6 mos., or both, on person (P. C. 815).					
	1891	\$300 (passenger traffic only) (58).					
	1902	do.					
Arkansas	1890	\$50-1,000 (6312); \$50-300 on company, also on officer or agent (6217).	\$50-1,000 (6312); \$100 per day (6292).	\$50-1,000 on company, also on officer or agent (6312).	\$100 per day (6292).		
	1899	\$500-3,000 (93)	\$500-3,000 (93)	\$500-3,000 (93)	\$500-3,000 (93)		\$500-3,000 (93)
	1902	\$500-3,000 (93)	\$500-3,000 (93)	\$500-3,000 (93)	\$500-3,000 (93)		\$500-3,000 (93)
California	1890	Treble damages (489); 0-\$20,000 on company, and 0-\$5,000, or 0-1 yr., on officer (C. XII, 22); 0-\$500 or 0-6 mos., or both, on officer (IV, 525).					
	1902	do.					
Colorado	1890	Triple damages (3730).	Triple damages (3730).				
	1902	do	do.				
Connecticut	1890		\$200 (3546)	\$25 (3536)			\$200 (3546)
	1902		\$200 (3546)	\$25 (3536)			\$200 (3546)
Delaware	1890						
	1899		Double amount charged (483).				
	1902		do.				
Dist. of Columbia							
Florida	1890	\$100-5,000 on company, (2293); 0-\$500, or 0-6 mos., on officer or agent (2687).	\$100-5,000 on company, (2293); 0-\$500, or 0-6 mos., on officer or agent (2687).				
	1891	2293 repealed (109).	2293 repealed (109).				
	1893		\$1,000-10,000, on company (139).				
	1902	do	do.				
Georgia	1890	Twice the overcharge (2316); 0-\$1,000, or 0-1 yr., or both, on officer or agent (P. C. 681).	0-\$1,000, or 0-1 yr., or both, on officer or agent (2307).			0-\$10,000 on company (2268); 0-\$1,000, or 0-1 yr., or both, on officer or agent (P. C. 525).	
	1902	do	do			do.	
Idaho							
Illinois	1890	First offense, \$1,000-5,000; second, \$5,000-10,000; third, \$10,000-20,000; subsequent, \$25,000 (148).	First offense, \$1,000-5,000; second, \$5,000-10,000; third, \$10,000-20,000; subsequent, \$25,000 (148).				First offense, \$1,000-5,000; second, \$5,000-10,000; third, \$10,000-20,000; subsequent, \$25,000 (148).
	1902	do. (127)	do. (127)				do. (127).
Indiana							
Indian Territory							

itions and limitations.

[illegible]

Table XI.—STATUTORY PROVISIONS

G.—Relative to prohibitions

State or Territory.	Year.	RATES AND TRAFFIC.				
		Extortion.	Unjust discrimination.	Unjust discrimination as between connecting railroads.	Unjust discrimination in furnishing facilities.	Discrimination on account of race or color.
Iowa	1890	\$500-5,000 (2132); first offense, \$1,000-5,000; second, etc., \$5,000-10,000 (2147).	\$500-5,000 (2132); first offense, \$1,000-5,000; second, etc., \$5,000-10,000 (2147).			
	1902	do	do			\$500-5,000 (2132)
Kansas	1890	\$100-5,000 (69-23)	\$100-5,000 (69-23)	\$100-5,000 (69-23); \$100 per day* (69-39).		
	1898	0-\$1,000 and 0-1 yr. on officers and agents (88).	\$1,000 per day on company; and 0-\$1,000 and 0-1 yr. on officers and agents (88).			
	1901	Triple damages and \$100-5,000 (527).	Triple damages and \$100-5,000 (527).	Triple damages and \$100-5,000 (528).		Triple damages and \$100-5,000 (529).
	1902	do	do	do		do
Kentucky	1890	\$100 (1020); first offense, \$100-1,000; second, \$500-2,000; third, \$2,000-5,000 (1021).	First offense, \$100-1,000; second, \$500-2,000; third, \$2,000-5,000 (1022).			
	1891		First offense, \$2,000; second, \$5,000; third, forfeiture (C. 217).	First offense, \$2,000; second, \$5,000; third, forfeiture (C. 217).		
	1893	First offense, \$500-1,000; second, \$500-2,000; third, \$2,000-5,000 (819).	First offense, \$500-1,000; second, \$500-2,000; third, \$2,000-5,000 (819); \$100-500 (792).			\$100-500 (820)
	1902	First offense, \$500-1,000; second, \$1,000-2,000; third, \$2,000-5,000 (5).	do	do		\$100-500 (820)
Louisiana	1890	\$100 (764)				Forfeiture (96)
	1892					
	1898	\$100-5,000 (C. 286)	\$100-5,000 (C. 286)			
	1902	\$100-5,000 (C. 286)	\$100-5,000 (C. 286)			do
Maine	1890	\$100 (42)		\$100 (133)		
	1902	\$100 (42)		\$100 (133)		
Maryland	1890					
	1902					
Massachusetts	1890		\$50-500 (73-2)			0-\$100 (85-316)
	1896					0-\$300, or 0-1 yr. or both; and \$25-300 to person aggrieved (461).
	1902		\$50-500 (73-2)			do
Michigan	1890		\$500 (Sup. 3355)			\$50-150 (Sup. 3422b)
	1891					
	1902		\$500 (6266)			\$50-150 (5248)
Minnesota	1890	Forfeiture (5899); first offense, \$2,500-5,000; second, \$5,000-10,000 (390).	First offense, \$2,500-5,000; second, \$5,000-10,000 (390).	First offense, \$2,500-5,000; second, \$5,000-10,000 (390).		First offense, \$2,500-5,000; second, \$5,000-10,000 (390).
	1893					
	1902	do	do	do		do
Mississippi	1890	\$500 (4329); \$100, or more (4289).	\$100, or more (4289).			\$100, or more (4289).
	1902	do	do			do

CONCERNING PENALTIES—Continued.

and limitations—Continued.

RATES AND TRAFFIC.		MAINTENANCE AND OPERATION.		OFFICERS AND DIRECTORS.			State or Territory.
Forming monopolies or making contracts in restraint of trade.	Illegally limiting common law liability.	Making pooling contracts.	Abandoning line or nonuser of franchise.	When officer or owner of one railroad becomes officer of a parallel railroad.	When officer is elected who is interested in any express or transportation company.	When officer, agent, or employee is interested in supplying materials, etc., to his own railroad.	
		\$500-5,000 (2132)	Forfeiture by nonuser for 2 years (1628).				Iowa.
		\$500-5,000 (2132)	do.				
	\$100-5,000 (69-17).	\$5,000 per mo. (69-16).					Kansas.
	Triple damages and \$100-5,000 (530).	\$5,000 per mo. (530).					
	do.	do.					
							Kentucky.
Forfeiture (906).							Louisiana.
do.							
			Receiver (46).				Maine.
			do.				
			Forfeiture (255; and see 90-246).				Maryland.
			do.				
							Massachusetts.
			0-\$1,000 per day (Sup. 3457b). Repealed (6348).				Michigan.
		First offense, \$2,500-5,000; second, \$5,000-10,000 (390).	Forfeiture (5899)				Minnesota.
		do.	\$200-1,000 per day (2758).				
		do.	do.				
				\$10,000, on company and forfeiture (3560).			Mississippi.
				do.			

Table XI.—STATUTORY PROVISIONS

G.—Relative to prohibitions

State or Territory.	Year.	RATES AND TRAFFIC.				
		Extortion.	Unjust discrimination.	Unjust discrimination as between connecting railroads.	Unjust discrimination in furnishing facilities.	Discrimination on account of race or color.
Missouri.....	1890	\$5,000 (2645); 0-\$1,000 (2663); 0-\$200 (2676); \$20-200 (2686).	\$5,000 (2645, and see 2630).			
	1891					
	1902	do. (1142; 1160; 1196; 1206).	\$5,000 (1142; 1127)			\$5,000 (1142)
Montana.....	1890	First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700).	First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700).			
	1893		0-\$1,000 (984)			
	1895	Above penalty (908); also 0- \$500, or 0-6 mos., or both, on offi- cer or agent (IV, 922).	Same penalty as in 1890 (908).			
Nebraska.....	1902	do.	do.			
	1890	\$200-1,000 (IX, 5)				
	1893	First offense, \$1,000-5,000; second, \$5,000- 10,000; third, \$10,000-20,000; fourth, \$25,000 (72, XII, 9).				
Nevada.....	1902	do. ²				
	1890	\$2,000, on com- pany, and on officer or agent (900; 4745).	\$2,000, on com- pany, and on officer or agent (900).			\$2,000, on com- pany, and on officer or agent (900).
	1902	do.	do.			do.
New Hampshire...	1890	\$10 per can, for exceeding milk rate (455).			0-\$1,000 (452)	0-\$500 (454)
	1902	do.			0-\$1,000 (452)	0-\$500 (454)
New Jersey.....	1890	\$100 (149; 350)				
	1902	\$100 (149; 350)				
New Mexico.....	1890	\$500 (3903)	\$500 (3918)			
	1902	\$500 (3903)	\$500 (3918)			
New York.....	1890	\$50 (478)				\$50-500 (497)
	1891	\$50 (R 39)				
	1899					
North Carolina....	1902	\$50 (R 39)				\$50-500 (308)
	1890					\$200 (87-90)
	1891	\$500-5,000 (277)	\$1,000-5,000 (277)	\$500-5,000 (286)		
	1899	\$500-5,000 (300)	\$1,000-5,000 (301)	\$500-5,000 (301)		
	1902	\$500-5,000 (300)	\$1,000-5,000 (301)	\$500-5,000 (301)		\$200 (87-90)

¹ In localities where grants of money or property have been made.

CONCERNING PENALTIES—Continued.

and limitations—Continued.

RATES AND TRAFFIC.		MAINTENANCE AND OPERATION.		OFFICERS AND DIRECTORS.			State or Territory.
Forming monopolies or making contracts in restraint of trade.	Illegally limiting common law liability.	Making pooling contracts.	Abandoning line or nonuser of franchise.	When officer or owner of one railroad becomes officer of a parallel railroad.	When officer is elected who is interested in any express or transportation company.	When officer, agent, or employee is interested in supplying materials, etc., to his own railroad.	
		\$5,000 (2645)		\$500-5,000, and same each day after first conviction, on officer (2573).	\$100 per day, on officer (2656).	\$200-1,000, or 3 mos.-1 yr., or both, and same each day (2625).	Missouri.
			0-\$1,000, or 0-1 yr., or both, on officer; \$1,000 per day, on company, also forfeiture (1031). ¹				
		\$5,000 (1142)	do.	do. (1066)	do. (1153)	do. (1121).	
							Montana.
0-\$10,000, or 0-5 yrs., or both; and forfeiture (IV, 321).			Forfeiture by nonuser for 5 yrs. (III, 1428).				
do.			do.				
							Nebraska.
		\$2,000, on company, and on officer or agent (900). do.					Nevada.
							New Hampshire.
							New Jersey.
							New Mexico.
							New York.
0-\$5,000, or 0-1 yr., or both, on company, or officer (255). do.							
		\$1,000, or more, or 1 yr. or more, on officers (1968).					North Carolina.
		do.					

¹ Law containing 72, XII, 9 declared void by U. S. cir. ct. in 1894 (64 Fed. Rep., 165).

Table XI.—STATUTORY PROVISIONS

G.—Relative to prohibitions

State or Territory.	Year.	RATES AND TRAFFIC.					
		Extortion.	Unjust discrimination.	Unjust discrimination as between connecting railroads.	Unjust discrimination in furnishing facilities.	Discrimination on account of race or color.	Violating short-haul clause.
North Dakota	1890	First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).	0-\$1,000 (2996); first offense, \$2,500-5,000; second, \$5,000-10,000 (3039).	First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).			First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).
	1893	\$25 or more per day (coal rates) (3071).					
	1897	First offense, \$1,000-5,000; second, \$5,000-10,000 (242). Triple damages, or thrice overcharge (224).	First offense, \$1,000-5,000; second, \$5,000-10,000 (242).	First offense, \$1,000-5,000; second, \$5,000-10,000 (242).			First offense, \$1,000-5,000; second, \$5,000-10,000 (242).
	1902	do	do	do			do
Ohio	1890	Double overcharge with minimum of \$150 (3376).					\$100-1,000 (3373)
	1902	do					\$100-1,000 (3373)
Oklahoma	1890						
	1902						
Oregon	1890	\$1,000, or more, on officers, etc. (4036).	\$1,000, or more, on officers, etc. (4036).				\$1,000, or more, on officers, etc. (4036).
	1902	do	do				do
Pennsylvania	1890		Treble damages (212).			\$50-100 (p. 685); \$500, on company, and \$100-500, or 30 days-3 mos., or both, on agents or conductor (206).	
	1899 1902		do			do	
Rhode Island	1890	\$10 per can, for exceeding milk rate (604).					
	1902	do					
South Carolina	1890			\$1,000, or more (1735).			
	1892 1897	\$100-1,000 (1646)	\$100-1,000 (1647)				\$100-1,000 (1647)
	1898 1902	\$100-1,000 (1646)	\$100-1,000 (1647)	do			\$100-1,000 (1647)
South Dakota	1890	Triple damages (148); \$1,000-10,000 per day (89-110).	Triple damages (147); \$1,000-10,000 per day (89-110).				\$1,000-10,000 per day (89-110).
	1897	\$500-5,000 (110); first offense, \$1,000-5,000; second, \$5,000-10,000 (110).	\$500-5,000 (110); first offense, \$1,000-5,000; second, \$5,000-10,000 (110).				\$500-5,000 (110); first offense, \$1,000-5,000; second, \$5,000-10,000 (110).
	1902	do	do				do
Tennessee	1890	\$500 (3063); first offense, \$100-500; second, \$500-1,000 (3064).	\$500 (3063)				\$500 (3063)
	1897	\$500-2,000 (120)	\$500-2,000 (120)				\$100-500 (120)
	1902	\$500-2,000 (120)	\$500-2,000 (120)				\$100-500 (120)

CONCERNING PENALTIES—Continued.

and limitations—Continued.

RATES AND TRAFFIC.		MAINTENANCE AND OPERATION.		OFFICERS AND DIRECTORS.			State or Territory.
Forming monopolies or making contracts in restraint of trade.	Illegally limiting common law liability.	Making pooling contracts.	Abandoning line or nonuser of franchise.	When officer or owner of one railroad becomes officer of a parallel railroad.	When officer is elected who is interested in any express or transportation company.	When officer, agent, or employee is interested in supplying materials, etc., to his own railroad.	
Forfeiture (C. 146).	First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).	First offense, \$2,500-5,000; second, \$5,000-10,000 (3039).					North Dakota.
do.	do.	do.					
					\$50 per day (3316).		Ohio.
					do.		
First offense, \$50-500 on officers; second, twice as much and forfeiture (6140). do.							Oklahoma.
		\$1,000, or more, on officers, etc. (4086). do.	Forfeiture by nonuser for 6 mos. (3232).				Oregon.
					0-\$2,000, and 0-2 yrs. (213)	0-\$2,000, and 0-2 yrs. (213).	Pennsylvania.
					0-\$500 (101) 0-\$500 (101)	0-\$500 (101) 0-\$500 (101)	
							Rhode Island.
		\$1,000, or more † (1735).					South Carolina.
Forfeiture (434)		Forfeiture (434).	\$50 per day, and forfeiture (533).				
do.		do. (782).	do.				
		\$1,000 - 10,000 per day (89-110).	Forfeiture (5346)				South Dakota.
		\$500-5,000 (110)					
		\$500-5,000 (110)	do.				
							Tennessee.

Table XI.—STATUTORY PROVISIONS

G.—Relative to prohibitions

State or Territory.	Year.	RATES AND TRAFFIC.				
		Extortion.	Unjust discrimination.	Unjust discrimination as between connecting railroads.	Unjust discrimination in furnishing facilities.	Discrimination on account of race or color.
Texas	1890	\$500 (4258)	\$500 (4257; 4258b)	\$1,000 (4255)		
	1891	\$100-5,000 (14)	\$500-5,000 (15); \$125-500 (17)			\$500-5,000 (15)
	1899		2-5 yrs., on officers or agents (203).			
	1902	\$100-5,000 (14)	do	\$1,000 (4255)		\$500-5,000 (15)
Utah	1890	\$300, or more, or 0-6 mos., or both, on agent (4672).				
	1898	0-\$300, or 0-6 mos., or both, on agent (4392).	Double amount charged (455).			
	1902	do	do			
Vermont						
Virginia	1890	\$100 (1202)	First offense, \$500; second, \$5,000 (1212).	First offense, \$500; second, \$5,000 (1214).		
	1892		\$100-500 (1297a)	\$100-500 (1297a)		\$100-500 (1297a)
	1902	\$100 (1202)	\$100-500 (1297a)	\$100-500 (1297a)		\$100-500 (1297a)
Washington	1890					
	1893	0-\$500 (3)				
	1897		\$500-1,000, or 6 mos.-1 yr., or both, on agent (4324).			
	1902	0-\$500 (93-3)	do			
West Virginia	1890	Forfeiture (565); \$500 (559); 0-\$1,000, on company and on agent (565).				
	1895	\$50-1,000 (33)	\$50-1,000 (34)			\$50-1,000 (33)
	1902	\$50-1,000 (33)	\$50-1,000 (34)			\$50-1,000 (33)
Wisconsin	1890	Triple damages (1798).	Triple damages (1798).			
	1902	do	do.			
Wyoming						

CONCERNING PENALTIES—Continued.

and limitations—Continued.

RATES AND TRAFFIC.		MAINTENANCE AND OPERATION.		OFFICERS AND DIRECTORS.			State or Territory.
Forming monopolies or making contracts in restraint of trade.	Illegally limiting common law liability.	Making pooling contracts.	Abandoning line or nonuser of franchise.	When officer or owner of one railroad becomes officer of a parallel railroad.	When officer is elected who is interested in any express or transportation company.	When officer, agent, or employee is interested in supplying materials, etc., to his own railroad.	
Forfeiture (P. C. 821[1]).				\$1,000-4,000, on officers (4246).			Texas.
do.				do.			
							Utah.
			Forfeiture by nonuser for 2 yrs. (321). do.				
							Vermont.
			Forfeiture by nonuser for 2 yrs. (1141). do.				Virginia.
							Washington.
	\$500-1,000, or 6-12 mos., or both, on agent (4324). do.						
			Forfeiture by nonuser for 2 yrs. (502). do.				West Virginia.
							Wisconsin.
							Wyoming.

Table XI.—STATUTORY PROVISIONS

G.—Relative to prohibitions

State or Territory.	Year.	BONDS AND INDEBTEDNESS.		Consolidation, merger, etc., of parallel lines.	Issuing pass to public officer, political delegate, etc.
		Making unauthorized or illegal issue of bonds.	Incurring unauthorized or illegal indebtedness.		
Alabama					
Alaska					
Arizona	1890		0-\$300, or 0-6 mos., or both, on officers, etc. (P. C. 884).		
	1902		do.		
Arkansas	1890				\$200-2,000 on company (6276); \$20-200 on public officer, and removal from office (6278). do.
	1902				
California					
Colorado					
Connecticut	1890				
	1902				
Delaware					
Dist. of Columbia					
Florida	1890				0-\$1,000, or 0-1 yr. (2689); 0-\$300, or 0-3 mos. (2691). do.
	1902				
Georgia					
Idaho					
Illinois					
Indiana					
Indian Territory					
Iowa					
Kansas					
Kentucky					
Louisiana	1890				
	1898				
	1902				
Maine	1890				
	1897				
	1902				
Maryland					
Massachusetts	1890	0-10 yrs., on officers, etc., (208-34).			
	1892				\$100-1,000, on agent, and same on public officer (59).
	1894	0-\$1,000, or 0-1 yr., or both, on officers (462).			
	1902	do.			do.
Michigan					
Minnesota	1890				
	1897				
	1902				
Mississippi	1890			\$10,000 and forfeiture (3560)	\$100 or more, on company (4293); \$50-500, or 10-60 days, or both, on public officer (1230). do.
	1902			do.	do.
Missouri	1890			First offense, \$1,000-5,000; second, \$5,000-10,000; third, forfeiture (2572). do. (1066)	\$200, on company; \$50-500, on agent (8864).
	1902				do. (2254)

CONCERNING PENALTIES—Continued.
and limitations—Continued.

CAPITAL STOCK.		Penalties peculiar to a few States.	State or Territory.
Making fictitious increase of stock.	Making unauthorized or illegal issue of stock.		
			Alabama.
			Alaska.
			Arizona.
			Arkansas.
			California.
			Colorado.
		Refusal to transport material for another railroad at same rate as freight, \$50-300 (3547). do.	Connecticut.
			Delaware.
			Dist. of Columbia.
			Florida.
			Georgia.
			Idaho.
			Illinois.
			Indiana.
			Indian Territory.
			Iowa.
			Kansas.
			Kentucky.
Forfeiture (C. 238). do. (C. 266). do.			Louisiana.
	0-\$1,000, or 0-1 yr., or both, on officer (219). do.		Maine.
			Maryland.
	\$1,000 on each director (61); 0-10 yrs., on officers, etc. (203-54).		Massachusetts.
\$1,000 on each director (350). do.	61 repealed (502); 0-\$1,000, or 0-1 yr., or both, on officers, etc. (462). do.		Michigan.
0-\$5,000, or 0-3 yrs., or both, on officer (2746). do.		Making fictitious issue of bonds, 0-\$5,000, or 0-3 yrs., or both, on officers (2746). Bringing persons without means of support into State, \$10-100, on agent or conductor (536). do.	Minnesota.
			Mississippi.
		Discrimination in transporting live stock, first offense, damages; second, \$1,000-5,000 (2591). do. (1084).	Missouri.

Table XI.—STATUTORY PROVISIONS

G.—Relative to prohibitions

State or Territory.	Year.	BONDS AND INDEBTEDNESS.		Consolidation, merger, etc., of parallel lines.	Issuing pass to public officer, political delegate, etc.
		Making unauthorized or illegal issue of bonds.	Incurring unauthorized or illegal indebtedness.		
Montana	1890				First offense, \$1,000; second, \$2,000; third, \$5,000-10,000 (700). do. (908). do.
	1895				
	1902				
Nebraska	1890				
	1902				
Nevada					
New Hampshire					
New Jersey	1890	0-\$5,000, or 0-3 yrs., or both (43). do.			
	1902				
New Mexico					
New York	1890	0-\$5,000, or 0-1 yr., or both, on officers and directors (24-10).			
	1891	Repealed.			
	1892				
	1902				
North Carolina	1890				
	1902				
North Dakota	1890			Forfeiture (C. 141)	
	1902			do.	
Ohio					
Oklahoma					
Oregon					
Pennsylvania	1890				0-\$100 on agent or officer. (209). do.
	1902				
Rhode Island					
South Carolina	1890				
	1894			Forfeiture (812).	
	1897			\$100 per day (492)	
	1902			do.	
South Dakota	1890			Forfeiture (C. 203)	
	1902			do.	
Tennessee					
Texas	1890			\$1,000-4,000, on officers (4246).	
	1893		Forfeiture (4156a)		
	1899				
	1902		do.	do.	
Utah					
Vermont					
Virginia					
Washington					
West Virginia	1890				
	1895				
	1902				
Wisconsin					
Wyoming					

CONCERNING PENALTIES—Continued.

and limitations—Continued.

CAPITAL STOCK.		Penalties peculiar to a few States.	State or Territory.
Making fictitious increase of stock.	Making unauthorized or illegal issue of stock.		
			Montana.
		On consolidated company, for discriminating against any part of line, 0-\$500 (16-93).	Nebraska.
		do.	
			Nevada.
			New Hampshire.
			New Jersey.
			New Mexico.
	0-\$1,000, and 6 mos., or more (9).		New York.
	Repealed.		
	0-\$5,000, or 6 mos., or more (319).		
	do.		
		Giving rebate, \$1,000, or more, or 1 yr., or more, on officer; and same on person receiving (1968).	North Carolina.
		do.	
			North Dakota.
			Ohio.
			Oklahoma.
			Oregon.
0-\$5,000, on officers and directors (42; 43).			Pennsylvania.
do.			
			Rhode Island.
			South Carolina.
		Discrimination in shipping grain, \$1,000-10,000 per day (89-110).	South Dakota.
		do.	
			Tennessee.
			Texas.
	Forfeiture (4156a).		
	do.	Discrimination in interchange of business with steamship and navigation companies, \$500-5,000 to State, and \$1,000 to injured party (101).	
		do.	
			Utah.
			Vermont.
			Virginia.
			Washington.
			West Virginia.
		Engaging in coal or coke business, or acquiring interest therein, \$50-500 (31).	
		do.	
			Wisconsin.
			Wyoming.

Table XI.—STATUTORY PROVISIONS

H.—Relative to offenses

State or Territory.	Year.	Injuring railroad property.	Injuring fences or cattle guards.	Obstructing track or impeding transportation.	Derailing or wrecking train.	Stopping or boarding train with intent to commit felony.	Tampering with signals.	Wrongfully signaling train.	Tampering with switches.
Alabama	1890								
	1899						\$100-1,000, or 3 mos.-1 yr. (153).	0-\$500, and 0-6 mos. (157).	
	1902						do	do	
Alaska	1890								
	1902								
Arizona	1890								
	1893	0-5 yrs., with possible fine of 0-\$1,000 (63).		0-5 yrs., with possible fine of 0-\$1,000 (63).	0-5 yrs., with possible fine of \$1,000 (63).				
	1902	do		do	do				
Arkansas	1890			0-20 yrs. (1858)	0-20 yrs. ¹ (1858)				
	1893								
	1901					5-21 yrs. (373).			
	1902			do	do	do			
California	1890	6 mos.-5 yrs. (P. C. 587).		6 mos.-5 yrs. (P. C. 587).	Capital punishment or life imprisonment (1891-283).				
	1901	6 mos.-5 yrs. (468).		6 mos.-5 yrs. (468).	Capital punishment or life imprisonment (447).	Punished as a felony (447).			
	1902	do		do	do	do			
Colorado	1890	0-\$500, or 0-1 yr., or both (574).		5-15 yrs. (1420)					
	1895			10 yrs.-life (1420).		10 yrs.-life (1420).			10 yrs.-life (1420).
	1902	do		do		do			do
Connecticut	1890	0-\$150, or 0-1 yr., or both (1472); 0-10 yrs. (1429).		0-\$100, or 0-6 mos. (1517); 0-10 yrs., or 0-30 yrs. (1429).	0-30 yrs. (1429)		0-\$1,000, and 0-10 yrs. (1431).		0-\$1,000 and 0-10 yrs. (1431).
	1895								
	1902	do		do	do	do	do		do
Delaware	1890	\$1,000, 1 yr., 1 hour at pillory and 20 lashes (939).		\$1,000, 1 yr., 1 hour at pillory, and 20 lashes (939).					
	1899	\$50 (480)		\$50 (480)					
	1902	\$50 (480)		\$50 (480)					
Dist. of Columbia									
Florida	1890			0-20 yrs. (2698)					
	1899	0-\$100, or 0-6 mos., or both (97). ¹					\$100-1,000, or 3 mos.-1 yr., or both (98).	0-\$100, or 0-6 mos., or both (103).	
	1901								
	1902	do		do			do	do	

¹ Or attempt thereof.

CONCERNING PENALTIES—Continued.

against railroads.

Tampering with couplers.	Throwing missile or shooting at train.	Stealing a ride or attempting to evade payment of fare.	Counterfeiting railroad tickets.	Endangering life or safety by injury or obstruction to railroad, etc.	Causing personal injury by injuring or obstructing railroad, etc.	Causing death by injuring or obstructing railroad, etc.	Penalties peculiar to a few States.	State or Territory.
		0-\$500, and 0-6 mos. (154).					Firing weapon, or recklessly handling same on train, \$100-\$500, or 0-1 yr., or both (154). do.	Alabama.
		do.				Capital punishment(2). do.		Alaska.
								Arizona.
								Arkansas.
	\$25-250, or 0-3 mos., or both (1861). do.							California.
	0-\$500, or 6 mos.-3 yrs., or both (469). do.	\$5-20 (456)					Trespassing on right of way punished as misdemeanor (435). do.	Colorado.
	0-\$250, or 0-6 mos., or both (1422). do.				10 yrs.-life or capital punishment (1421f).		Burning superstructure, etc., 5-15 yrs. (1420); unsuccessful attempt to obstruct railroad or burn superstructure 2-5 yrs. (1421). 1421 repeated. Attempt to obstruct train, 10 yrs.-life (1421a, b, c); placing explosive on track, 10 yrs.-life (1420). do.	Connecticut.
	\$50-500, or 0-1 yr., or both (1471). do.		0-\$500, or 0-1 yr. (502). do.		Capital punishment (1400). do.		Stealing railroad tickets (502). do.	Delaware.
	\$300 and 0-1 yr. (940). do.	\$5 (592)						Dist. of Columbia.
	0-\$1,000 or 0-1 yr. (2696). do.				Capital punishment (2382).			Florida.
		0-\$100, or 0-6 mos., or both (96). do.	0-\$3,000, or 0-2 yrs. (96).				Using firearm in train, 0-\$100 or 0-6 mos., or both (93); boarding or leaving train while in motion, 0-\$25, or 0-30 days (104). do.	
	0-\$5,000, or 0-10 yrs., or both (140). do.	do.	do.		do.	do.	do.	

Table XI.—STATUTORY PROVISIONS

H.—Relative to offenses

State or Territory.	Year.	Injuring railroad property.	Injuring fences or cattle guards.	Obstructing track or impeding transportation.	Derailing or wrecking train.	Stopping or boarding train with intent to commit felony.	Tampering with signals.	Wrongfully signaling train.	Tampering with switches.
Georgia	1890	1-5 yrs. P. C. 520.		1-5 yrs. P. C. 520.	5 yrs.-life: P. C. 512.				1-5 yrs. P. C. 520.
	1892								
	1897								
	1902	do		do	do				do
Idaho	1890	0-5 yrs. (7132).		0-5 yrs. (7132).					
	1893	5-20 yrs. (68; also in 99-192).		5-20 yrs. (68; also in 99-192).					
	1902	do		do					
Illinois	1890	1-5 yrs. (ch. 38-186).		1-5 yrs. (ch. 38-186).			1-5 yrs. (ch. 38-186).	1-5 yrs. (ch. 38-186).	1-5 yrs. (ch. 38-186).
	1902	do		do			do	do	do
Indiana	1890			2-14 yrs. (2064).					2-14 yrs. (2064).
	1902			do					do
Indian Territory									
Iowa	1890	0-5 yrs., or 0-\$500 and 0-1 yr. (4907).		0-5 yrs., or 0-\$500 and 0-1 yr. (4907).					
	1902	do		do	10 yrs. or more (91).	10 yrs. or more (91).			
Kansas	1890	1-3 yrs. (100-113); 5-10 yrs. (100-111).		5-10 yrs. (100-111).					
	1901	10 yrs.-life imprisonment (307).		10 yrs.-life imprisonment (307).		10 yrs.-life imprisonment (307).			
	1902	do		do		do			
Kentucky	1890	1-10 yrs. (430).		1-10 yrs. (430).		2-10 yrs. (412).			
	1893	1-5 yrs. (807).		1-5 yrs. (807).	2-10 yrs. (807).	Repealed (538).			
	1902	do		do	do				
Louisiana	1890	0-\$500, or 0-1 yr., or both (240).		20 yrs., and any fine (239).					
	1902	do		do					
Maine	1890					\$100 or more, or 60 days or more ([3]).			
	1902					do.			

1 Or attempt thereof.

[illegible]

Table XI.—STATUTORY PROVISIONS

II.—Relative to offenses

State or Territory.	Year.	Injuring railroad property.	Injuring fences or cattle guards.	Obstructing track or impeding transportation.	Derailing or wrecking train.	Stopping or boarding train with intent to commit felony.	Tampering with signals.	Wrongfully signaling train.	Tampering with switches.
Maryland	1890			2-10 yrs. (27-230).		0-10 yrs. (548).			
	1892					Repealed (846).			
	1902			do.			House of correction (ch. 150).		
Massachusetts	1890	0-\$1,000, or 0-1 yr. (201).		0-\$1,000, or 0-1 yr. (201); 0-20 yrs., or 0-\$500 and 0-1 yr. (204).			0-\$500, or 0-2 yrs., or both (207).		
	1901								
	1902	do.		do.			do.		
Michigan	1890	0-life imprisonment (3374; 9200).		0-life imprisonment (3374; 9200).	0-life imprisonment (3374; 9200).				
	1897	5 yrs.-life (11634).		5 yrs.-life (11634).	5 yrs.-life (11634).	5 yrs.-life (11634).			
	1902	do. (6291; 11623; 11634).		do. (6291; 11623; 11634).	do. (6291; 11623; 11634).	do.			
Minnesota	1890	0-\$1,000, or 0-1 yr. (6891).	\$10-50 (6886)	0-\$250, or 0-3 yrs., or both (6772).					
	1902	do.	\$10-50 (6886)	do.					
Mississippi	1890	0-\$2,000, or 0-1 yr., or both (1265).		\$10-200, or 0-3 mos. (1280); 0-\$2,000, or 0-1 yr., or both (1265).	0-10 yrs. (1266).			\$10-200, or 0-3 mos. (1280).	
	1902	do.		do.	do.			do.	
Missouri	1890	Treble damages (2610); 0-20 yrs. (3588).		Treble damages (2610).	5-20 yrs. (3589).				
	1895					10 yrs.-life, or capital punishment (1955).			
	1902	do. (1104; 1953).		do. (1104)	do. (1954).	do.			
Montana	1890	0-5 yrs. (IV, 1030).		0-5 yrs. (IV, 1030).					
	1899								
	1902	do.		do.					
Nebraska	1890	1-20 yrs. (C. 93).		1-20 yrs. (C. 93).					
	1902	do.		do.					
Nevada	1890	0-\$500, or 0-6 mos., or both (887); 0-\$200, or 0-6 mos., or both (1690).		0-\$500, or 0-6 mos., or both (887).					
	1891								
	1902	do.		do.					

CONCERNING PENALTIES—Continued.

against railroads—Continued.

Tampering with couplers.	Throwing missile or shooting at train.	Stealing a ride or attempting to evade payment of fare.	Counterfeiting railroad tickets.	Endangering life or safety by injury or obstruction to railroad, etc.	Causing personal injury by injuring or obstructing railroad, etc.	Causing death by injuring or obstructing railroad, etc.	Penalties peculiar to a few States.	State or Territory.
		\$1-25, or 0-6 mos., or both (543). do.				5-18 yrs., or capital punishment (27-231). do.		Maryland.
	0-\$100, or 0-1 yr., or both (206).	\$5-20 (197)		0-20 yrs. (201).			Disorderly conduct on train, 0-\$50, or 0-30 days (83-102).	Massachusetts.
	do.	\$5-20 (197)	0-\$500, or 0-3 yrs., or both (208; 283). do.	do.			do.	
0-\$2,000, or 0-10 yrs., or both (9202).	\$10-300, or 10-90 days, or both (3374; 9200).			0-life imprisonment (3374; 9200).			Attempt to derail train, 0-life (3374; 9200); seizing and running engine, 0-\$2,000, or 0-10 yrs., or both (9203); train robbery 0-\$3,000, or 0-20 yrs., or both (9201).	Michigan.
do. (11625)	do. (6291; 11623).			do. (6291; 11623).			Train robbery, or attempt, 5 yrs.—life imprisonment (11634). do. (6291; 11623; 11626; 11624; 11634).	
	0-\$250, or 0-3 yrs., or both (6772). do.			0-10 yrs. (6772). do.				Minnesota.
		0-\$20, or 0-30 days, or both (1299).						Mississippi.
	1-5 yrs. (141)	do.						
	0-\$500, or 0-1 yr., or both (3590).			5-20 yrs. (3589).			Trespass on railroad, 0-\$10 (2611-m).	Missouri.
							Train robbery, 10 yrs.—life, or capital punishment (1955).	
	do. (1956)			do. (1954)			do. (1105; 1955).	
								Montana.
		0-\$500, or 0-6 mos., or both (150). do.						
						1 yr.—life, or capital punishment (C. C. 93). do.		Nebraska.
				0-21 yrs. (4744).	3-10 yrs. (887)			Nevada
0-\$500, or 0-50 days, or both (78). do.	0-\$500, or 0-50 days, or both (78). do.			do.	do.			

Table XI.—STATUTORY PROVISIONS

II.—Relative to offenses

State or Territory.	Year.	Injuring railroad property.	Injuring fences or cattle guards.	Obstructing track or impeding transportation.	Derailing or wrecking train.	Stopping or boarding train with intent to commit felony.	Tampering with signals.	Wrongfully signaling train.	Tampering with switches.
New Hampshire...	1890	0-\$500, or 0-2 yrs., or both (714).		0-\$5,000, or 0-10 yrs., or both (714).			0-\$100, or 0-1 yr., or both (714).	0-\$5,000, or 0-10 yrs., or both (714).	0-\$500, or 0-2 yrs., or both (714).
	1902	do		do			do	do	do
New Jersey.....	1890	\$50 (17)		\$50 (17)					
	1902	\$50 (17)		\$50 (17)					
New Mexico.....	1890	5-10 years (1150); \$500 or more, or 0-6 mos., or both (1159).		5-10 yrs. (1150)		Capital punishment (1151).			
	1891				Capital punishment (1154).				
	1897	1-5 yrs. (1146)					\$5-100, or 10-100 days, or both (1149).		
	1902	do		do	do	do	do		
New York.....	1890	0-\$250, or 0-2 yrs., or both (490).		0-\$250, or 0-3 yrs., or both (490).			0-10 yrs. (491)		
	1891								
	1897	0-5 yrs. (328)		0-5 yrs. (328)					
	1902	do		do			do		
North Carolina....	1890	Fine, and 4 mos.-10 yrs. (1974); \$200-1,000, and 4 mos.-1 yr. (1098).		Fine, and 4 mos.-10 yrs. (1974); \$200-1,000, and 4 mos.-1 yr. (1098).					
	1899								
	1902	do		do					
North Dakota.....	1890	6 mos.-4 yrs. (7547).		6 mos.-4 yrs. (7547).					
	1899								
	1902	do		do					
Ohio.....	1890	\$25-500, and 0-10 yrs. (6861).		\$25-500, and 0-10 yrs. (6861).					
	1902	do		do					
Oklahoma.....	1893	0-4 yrs. (2473).		0-4 yrs. (2473).			3-10 yrs. (2504).		
	1902	do		do			do		
Oregon.....	1890								
	1893	0-10 yrs. (85).		0-10 yrs. (85).			0-10 yrs. (85).		
	1898	\$50-1,000, or 6 mos.-2 yrs. (4).							
	1899								
	1902	do		do			do		

CONCERNING PENALTIES—Continued.

against railroads—Continued.

Tampering with couplers.	Throwing missile or shooting at train.	Stealing a ride or attempting to evade payment of fare.	Counterfeiting railroad tickets.	Endangering life or safety by injury or obstruction to railroad, etc.	Causing personal injury by injuring or obstructing railroad, etc.	Causing death by injuring or obstructing railroad, etc.	Penalties peculiar to a few States.	State or Territory.
				0-20 yrs. (714)				New Hampshire.
				do.				New Jersey.
					\$50-1,000, or 1-5 yrs. (1150).	1 yr.-life, or capital punishment (1150).		New Mexico.
					do. (1146)	do. (1146).	Attempt (unsuccessful) to derail train, 3-10 yrs. (1154).	
					do.	do.	do.	
	0-\$250, or 0-3 yrs., or both (490).	\$25, or 3 mos., or both (482).		0-10 yrs. (490) ¹			Placing explosive near car, with intent to do damage, 0-\$1,000, or 0-7 yrs., or both (489).	New York.
	0-5 yrs. (328)			0-20 yrs. (328) ¹		Capital punishment (307).	Driving animals on right of way, \$10 (R 53).	
	do.	do.		do.		do.	do.	
	Fine or imprisonment in discretion of court (1100).				5-60 yrs. (1098).	Capital punishment (1098).		North Carolina.
	do.	Fine, and 4 mos.-10 yrs. (827).			do.	do.		
		\$10-75, or 10-30 days (196).				4 yrs., or more (7548).		North Dakota.
		do.				do.		
	\$50-500, and 0-3 yrs. (6862).		0-\$500, or 0-6 mos., or both (7093-4).			Capital punishment (6809).	Obstructing railroad from laying tracks or operating across another, \$1,000 (3362).	Ohio.
	do.		do.			do.	do.	
								Oklahoma.
				0-10 yrs. (85).		Life imprisonment, or capital punishment (85).		Oregon.
				do.		do.	Operating hand car without authority, \$20-100, or 10-50 days, or both (188).	
							do.	

¹ Safety only.

Table XI.—STATUTORY PROVISIONS

H.—Relative to offenses

State or Territory.	Year.	Injuring railroad property.	Injuring fences or cattle guards.	Obstructing track or impeding transportation.	Derailing or wrecking train.	Stopping or boarding train with intent to commit felony.	Tampering with signals.	Wrongfully signaling train.	Tampering with switches.
Pennsylvania	1890					\$5-15, or 0-10 days (119).			
	1891			0-life imprisonment, or capital punishment (121).	0-life imprisonment, or capital punishment (121).		0-life imprisonment, or capital punishment (121).		
	1895					15 yrs., or more (p. 256).			
	1902			do	do	do	do		
Rhode Island	1890			0-\$10,000, or 0-10 yrs. (987).					
	1893					\$5-50 (987)	0-\$500, or 0-2 yrs. (988).		
	1897					0-2 yrs. (ch. 454).			
	1899								
	1902			do		do	do		
South Carolina	1890	0-\$1,000, or 0-1 yr. (C. L. 180).					0-\$500, or 0-2 yrs. or both (C. L. 182).		
	1898								
	1902	do					do		
South Dakota	1890	0-4 yrs. (6873)		0-4 yrs. (6873)					
	1902	do		do					
Tennessee	1890	2-15 yrs. (6479)		2-15 yrs. (6479)					
	1902	do		do					
Texas	1890	2-7 yrs. (P. C. 678); \$100 or more, and 3-12 mos. (4226a; P. C. 991e).		2-7 yrs. (P. C. 678); \$100-500, and 3-12 mos., per day (4226a; P. C. 691e).					
	1895								
	1902	do		do					
Utah	1890	\$300 or more, or 0-6 mos., or both (4700).							
	1898	0-10 yrs. (4423)							
	1902	do							
Vermont	1890	2-20 yrs. (4906).		2-20 yrs. (4906).			2-20 yrs. (4906).		
	1902	do		do			do		
Virginia	1890		\$10-100, and 0-6 mos. (3728).						
	1902		\$10 or more, or 15 days or more, or both (63).						

